

CHAPTER 7

SITE AND AREA SPECIFIC POLICIES

Throughout the City are sites and areas that require policies that vary from one or more of the provisions of this Plan. These policies generally reflect unique historic conditions for approval that must be recognized for specific development sites, or provide a further layer of local policy direction for an area. In most cases, the site and area specific policies provide direction on land use. The Plan policies apply to these lands except where the site and area specific policies vary from the Plan.

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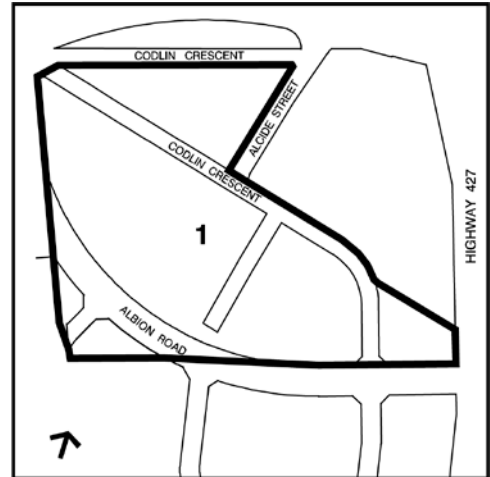
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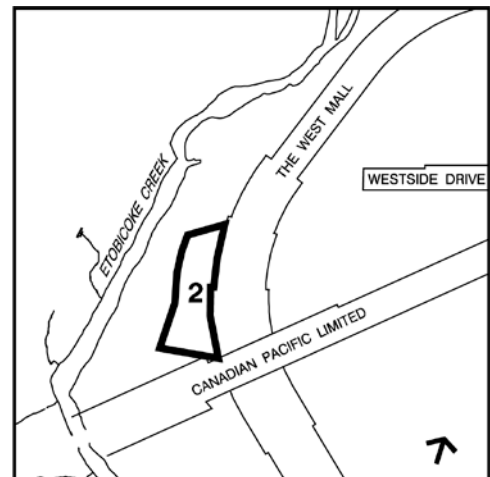
1. South of Steeles Avenue, West of Alcide Street

- a) A limited range of industrial uses compatible with existing residential uses are permitted.
- b) Vehicle body shops, recycling facilities, truck terminals and driving schools, and other incompatible land uses will not be permitted until the majority of existing residential land uses cease to exist. However, truck driving school classrooms may be permitted, provided that the storage, parking and maintenance of trucks, trailers and/or training vehicles are located off-site.
- c) Outdoor storage uses will not be permitted except for outdoor storage uses established prior to December 16, 1999.
- d) A limited range of live/work uses may be permitted in conjunction with existing residential uses.
- e) No expansion of the existing houses is permitted.



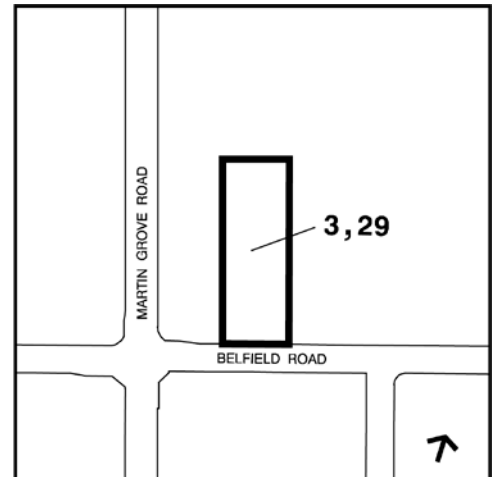
2. West Side of The West Mall, East of Etobicoke Creek

- a) A truck and truck trailer parking and storage lot is permitted on the table land portion of the lands.
- b) Maintenance or fuelling operations, storage of tanker trailers, lighting or accessory buildings will not be permitted.



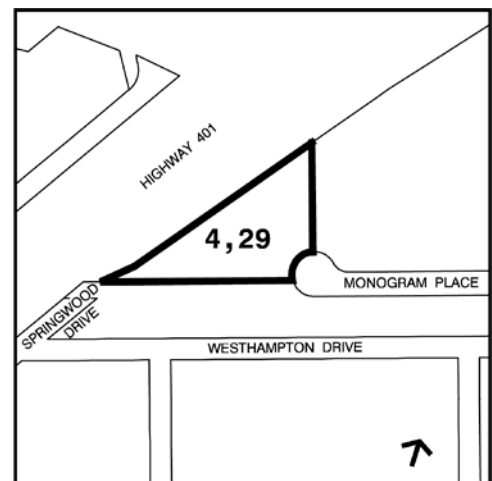
3. 124 Belfield Road

Retail uses including food and/or pharmaceutical sales with a combined total retail floor area of up to 1,858 square metres are permitted.



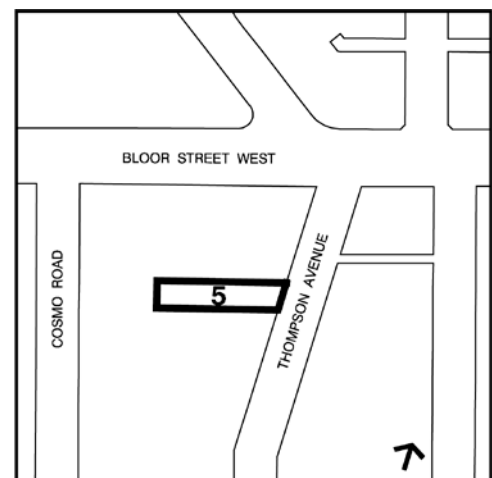
4. Monogram Place

Monogram Place will not be extended west to connect with Springwood Drive.



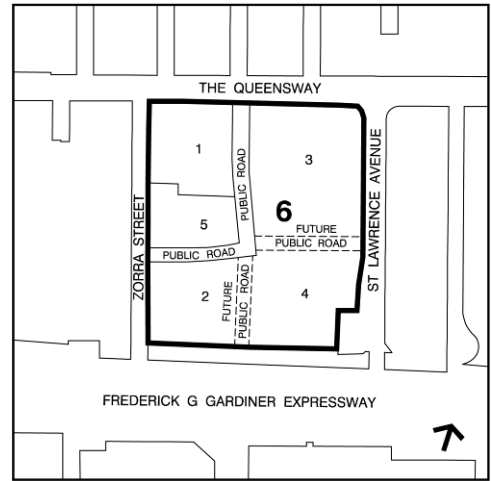
5. 20 Thompson Avenue

An underground parking structure and incidental structures for an apartment building located on the abutting lands at 3085 Bloor Street West are permitted.



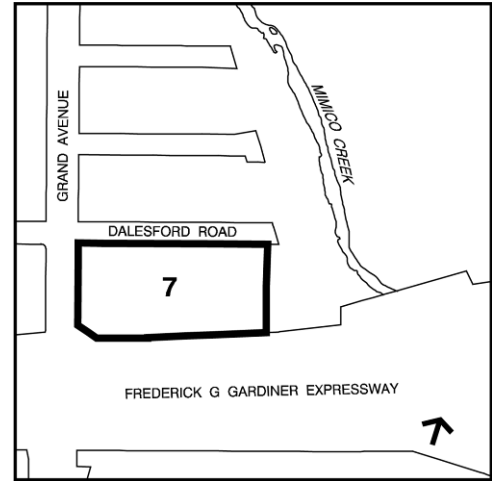
6. South Side of The Queensway, Between Zorra Street and St. Lawrence Avenue, North of the Gardiner Expressway

- (a) A mixed development with up to 1,270 units, 83 722 square metres of commercial space, and 0.89 hectare of parks is permitted. The development concept provides for residential uses on the west portion of the lands, near Zorra Street (Parcels 1 and 2) and commercial uses to the east adjacent to St. Lawrence Avenue (Parcels 3 and 4). Parcel 5 is proposed for public parkland;
- (b) The “ultimate” gross density for the lands is a maximum of 2.85 times the lot area, based on a residential density of up to 1.65 times the lot area and a commercial density of up to 1.2 times the lot area. The site area used to calculate gross density may include the lands dedicated as public roads and parks. The residential and commercial density caps may be exceeded on individual development parcels provided that the overall density cap is not exceeded at full build-out;
- (c) Rezoning application for individuals properties may be based on the “ultimate” density. Where the full density allowed by this policy cannot be used within a property being rezoned, the residential density may be transferred to other properties within the area. Such surplus density would be added to the receiving property when it is rezoned;
- (d) The alternative parkland dedication rate for the residential development will be a minimum of 0.5 hectares per 300 units. The parkland dedication may be a combination of land and cash-in-lieu payments; and
- (e) A special provision shall be contained in the Zoning By-law prohibiting dwelling units and recreational space on Block 2 within 60 metres from Block 4 as set out in the By-law until such time as further environmental studies are completed demonstrating acceptable compatibility between the residential units and/or recreational space on Block 2 and the industrial use on Block 4.



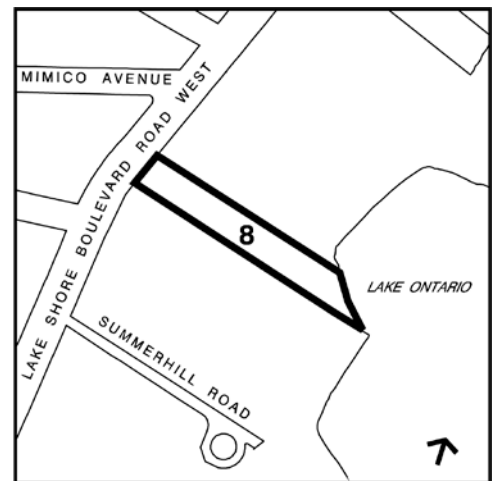
7. North of the Gardiner Expressway, East of Grand Avenue

- a) A maximum density of 188 units per hectare and a maximum height of 8 storeys is permitted.
- b) The alternative parkland dedication rate will be 0.5 hectares per 300 units.



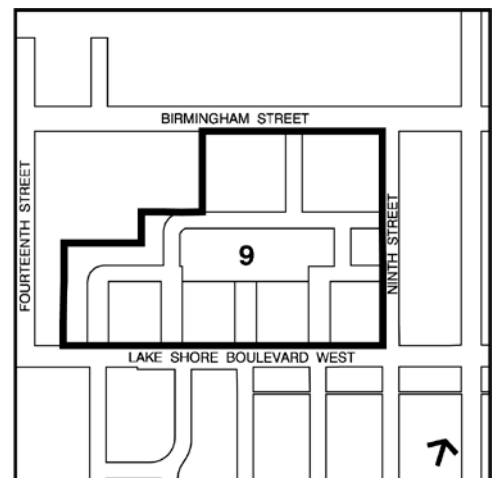
8. 2487 Lake Shore Boulevard West

- a) The lands designated as *Mixed Use Areas* may be redeveloped in conjunction with abutting properties.
- b) The redevelopment of the lands should enhance Amos Waites Park and the Lake Shore Community Centre by adding parkland and improving park facilities.
- c) Density of up to 1.5 times the lot area may be transferred from the south portion of the lands previously zoned Residential to the north portion of the lands zoned Commercial.



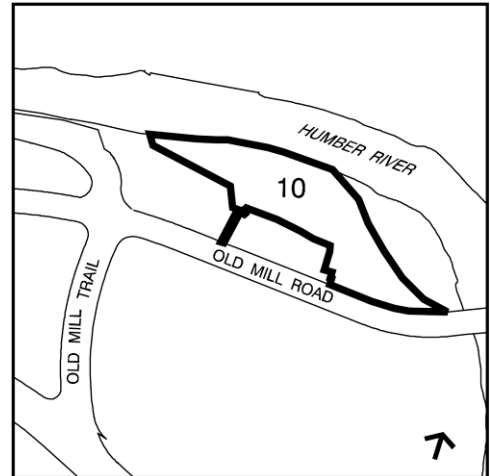
9. Lake Shore Boulevard West, South of Birmingham Street, East of Fourteenth Street, and West of Ninth Street

- a) A mix of residential, commercial, light industrial and park uses are permitted. A variety of housing forms will be provided, with retail space and office uses integrated into residential development along Lake Shore Boulevard West.
- b) Alternative parkland dedication for residential development will be a minimum of 0.5 hectares per 300 units. Parkland dedication may consist of both land dedication and cash payment as well as other considerations.



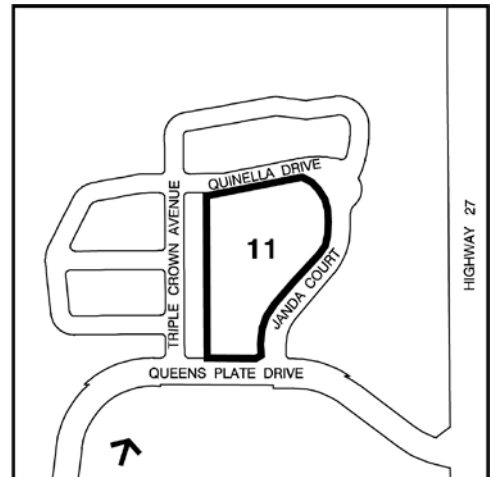
10. North of Old Mill Road, West and South of Humber River

A surface parking lot is permitted in conjunction with the restaurant use at 21 Old Mill Road.



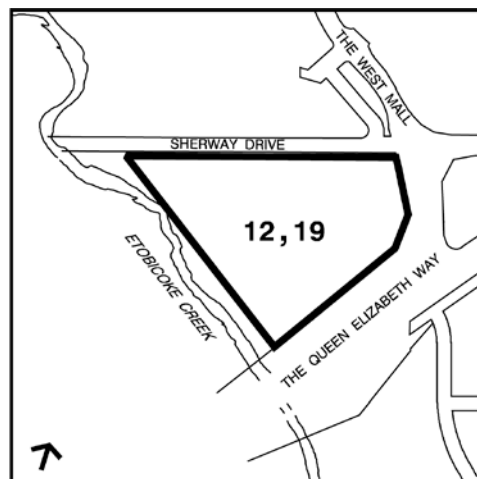
11. 77 Janda Court

- a) A maximum of 148 housing units and up to 1,850 square metres of local retail use are permitted.
- b) The maximum net density of the residential portion of the lands is 179 units per hectare and 2.44 times the lot area.
- c) The maximum height for apartment buildings is 9 storeys and for ground-related housing is 4 storeys.
- d) Site plan proposals for the lands will account for the potential future use of the lands directly across Queen's Plate Drive at Woodbine Centre for an above-grade parking deck.



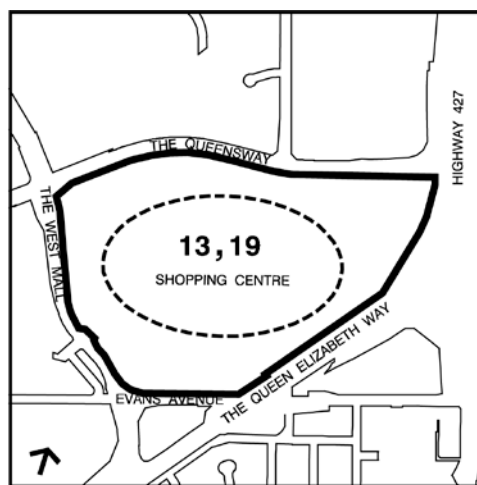
12. South of Trillium Health Centre, West of The West Mall

- a) A maximum gross density of 2.0 times the lot area and 150 units per hectare is permitted.
- b) The area used to calculate gross density may include the open space and local streets on the tableland.
- c) Local streets will be required prior to development of the lands including the realignment of Sherway Drive to intersect The West Mall opposite Evans Avenue.



13. Lands Bounded by The Queensway, The West Mall, Evans Avenue and the Queen Elizabeth Way

- a) Prior to the approval of any major rezoning or site plan approval for the lands, submission of a context plan will be required satisfactory to the City and all owners and ownership interests within the site and area specific policy area. The context plan will show the streets and blocks to be created and the allocation of uses and density, and will be processed as a plan of subdivision or by an alternative procedure acceptable to the City.
- b) Development will require a new public network of local streets which divide the lands into a more urban pattern of streets and blocks, providing a framework for reorganizing and intensifying the existing uses and accommodating new uses and forms of development.



- c) The following retail, office and residential caps will apply to the lands during the periods shown:

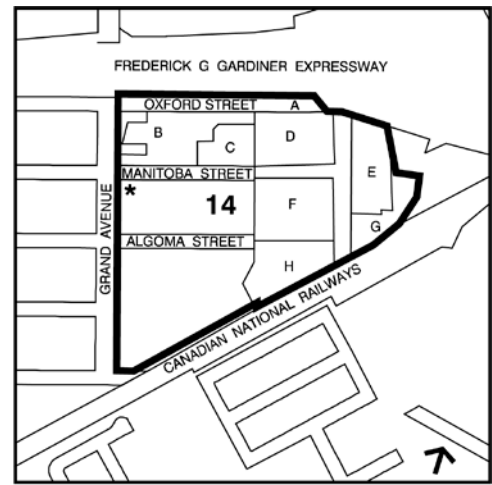
<u>Land Use</u>	<u>Pre-Subway</u>	<u>Post-Subway</u>
Retail	171,865 square metres GLA	200,000 square metres GLA
Office	75,000 square metres GFA	165,000 square metres GFA
Residential	1,350 units	1,350 units

Within these development caps, the retail floor area for the area shown as "Shopping Centre" will be a maximum of 157,930 square metres retail gross leasable area prior to January 1, 2011.

- d) The maximum gross density for the area shown as "Shopping Centre" will be 1.0 times the lot area, provided that the floor areas of the following will be excluded from the calculation: parking structures, school facilities, public recreation uses, community facilities, pedestrian concourses accessible to the public, transit facilities, institutions and cultural facilities.

14. South of the Gardiner Expressway, East of Grand Avenue

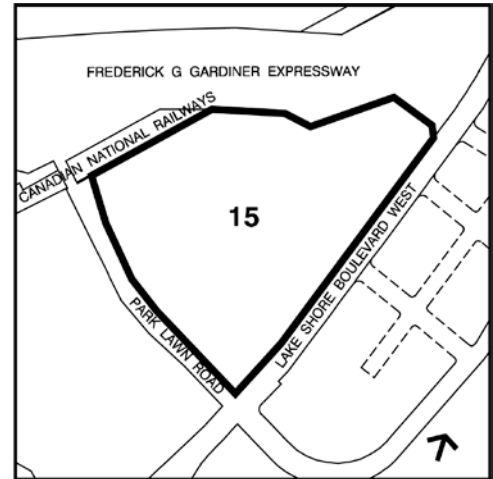
- a) Up to 1,800 housing units may be developed with a maximum gross density of 2.5 times the lot area and 243 units per hectare.
- b) New development will be required to dedicate lands for public roads and public walkways, local parks and open space links and potential schools. Density may be transferred to adjacent development parcels from private lands dedicated for such purposes. The resulting net density for each development parcel will be assigned in the Zoning By-law.
- c) A regular grid of streets will be developed by the eastward extension of Manitoba and Algoma Streets, a potential north-south mid-block connection between Legion Road and Grand Avenue, and the extension of Legion Road. When this street grid is introduced, traffic control measures may be required to limit the traffic on local residential streets between Grand Avenue and Royal York Road. These transportation improvements will be phased, based on the traffic generated by individual developments.
- d) Approximately 3.0 hectares of new parkland will be required on these lands if the maximum 1,800 units is achieved. Alternative parkland dedication will be at the rate of 0.5 hectares per 300 housing units.
- e) A transition in building heights will be provided from 4 storeys near Grand Avenue to 12 storeys elsewhere, except that Parcel 'F' may have a maximum height of 18 storeys and Parcel 'E' may have a maximum height of 28 storeys. Angular planes will be established during site plan approval to ensure adequate setbacks from adjacent low-profile neighbourhoods. View corridors will be provided through the lands to the Downtown skyline along the Manitoba Street axis, and along the park link to the Mimico valley.
- f) The 'McGuinness' lands will be developed for a variety of housing forms, with accessory ground-related retail and service commercial uses, as well as community facilities and public parkland. A maximum of 793 housing units will be permitted on Parcels 'E' and 'F' and temporary park uses will also be permitted on Parcel 'F'. Parcel 'A' will be excluded in the calculation of gross density. Residential development on the 'McGuinness' lands may achieve a maximum gross density of 2.7 times the lot area. A potential school site is shown with an asterisk on the attached map.
- g) For the 'McGuinness' lands, the alternative parkland dedication rate will be based on a maximum of 1,368 residential units. A portion of Parcel 'G' & all of Parcel 'H' of the 'McGuinness' lands will be dedicated as public parkland to help extend public parkland from Grand Avenue Park east to the Mimico Creek Valley.
- h) The development of the 'McGuinness' lands will provide for the following street improvements:
 - i) the new section of Legion Road to create a north/south road through the lands; and



- ii) the construction of a road connection from the Park Lawn Road off-ramp to Legion Road north of Manitoba Street, to be built prior to Phase 2 of the development. Funding for the connection will be borne exclusively by the developer and/or through an appropriate cost-sharing formula to the satisfaction of the City.

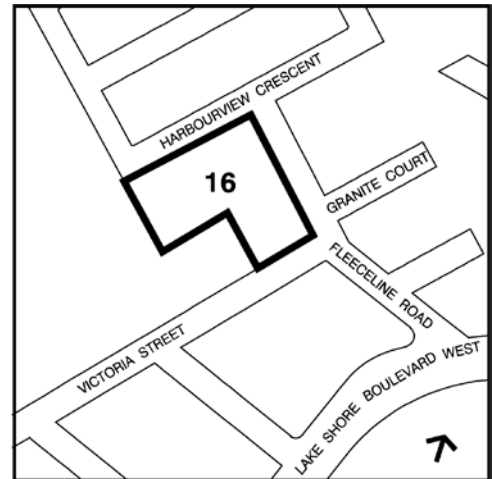
15. East of Park Lawn Road and North of Lake Shore Boulevard West

- a) Only light industrial uses and offices ancillary to the Christie Brown, Kraft Canada Inc. and/or related business are permitted.
- b) The maximum gross density is 1.0 times the lot area.
- c) Development proposals for the Christie Brown and Co. site will be considered through a comprehensive redevelopment application that responds to *Employment Areas* policies of the Plan.
- d) Access to new development and redevelopment along Park Lawn Road will maintain the integrity of the existing access points into the Christie Brown industrial lands.



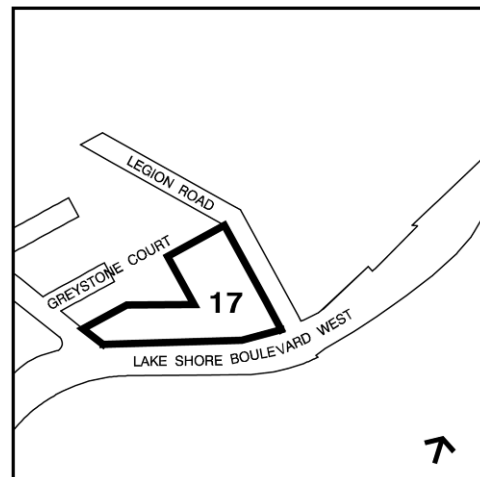
16. West Side of Fleeceline Road, Between Victoria Street and Harbourview Crescent

- a) A maximum gross residential density of 1.0 times the lot area and 75 units per hectare is permitted.
- b) Density may be transferred from private lands dedicated for public purposes to the remainder of the site.
- c) A maximum building height of 12 metres is permitted.



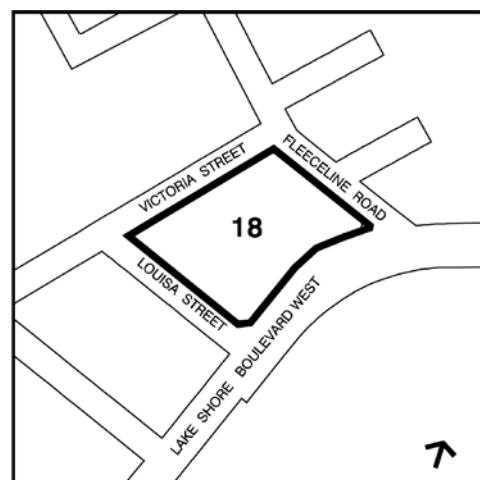
17. North Side of Lake Shore Boulevard West Between Fleeceline Road and Mimico Creek

- a) A maximum building height of 30 metres is permitted.
- b) Existing light industrial uses are permitted on an interim basis until redevelopment occurs.



18. Lands Bounded By Lake Shore Boulevard West, Fleeceline Road, Louisa Street and Victoria Street

- a) A maximum gross residential density of 2.5 times the lot area and 220 units per hectare in primarily mid-rise apartment buildings is permitted.
- b) New development will have regard for the existing residential neighbourhood and school site to the west, providing a transition to higher buildings to be located along Lake Shore Boulevard where the maximum building height will be 30 metres.



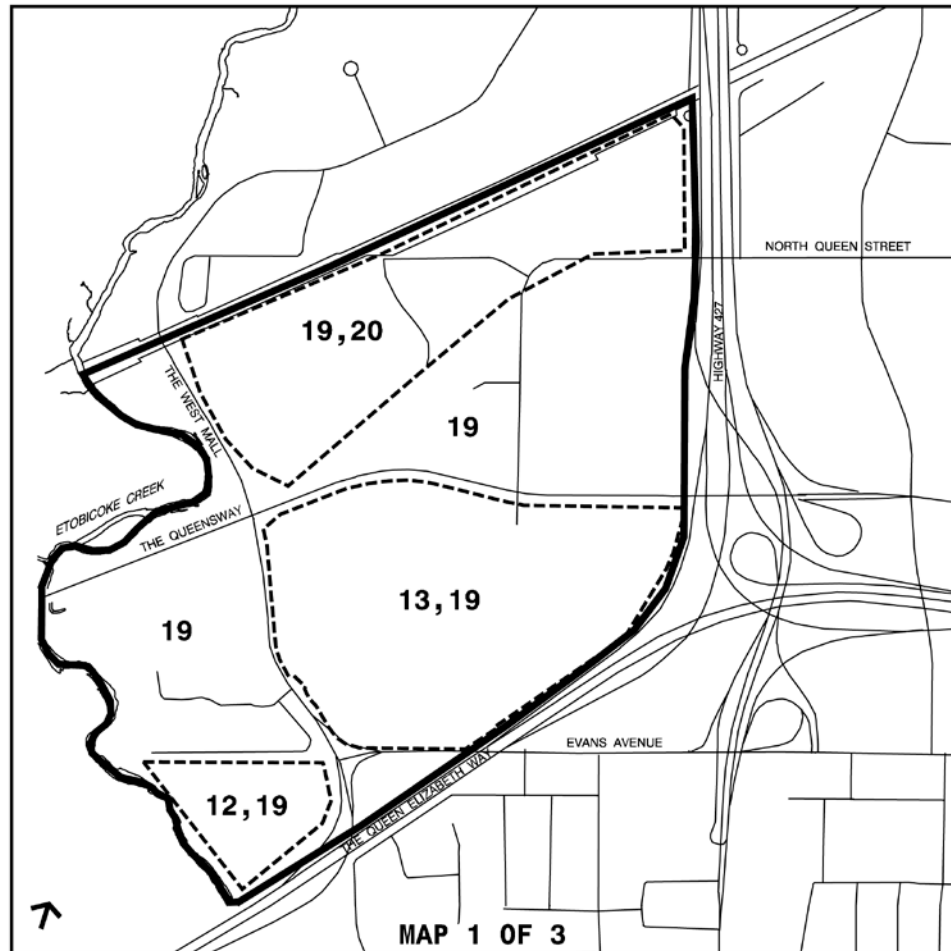
19. Lands Bounded By the CP Rail Line, Highway 427, the Queen Elizabeth Way and Etobicoke Creek

- a) Development Concept

The highest density and most urban form of development will occur within 500 metres of the potential Sherway subway station. This subway-focused area should contain a mix of non-industrial uses.

b) Development Caps

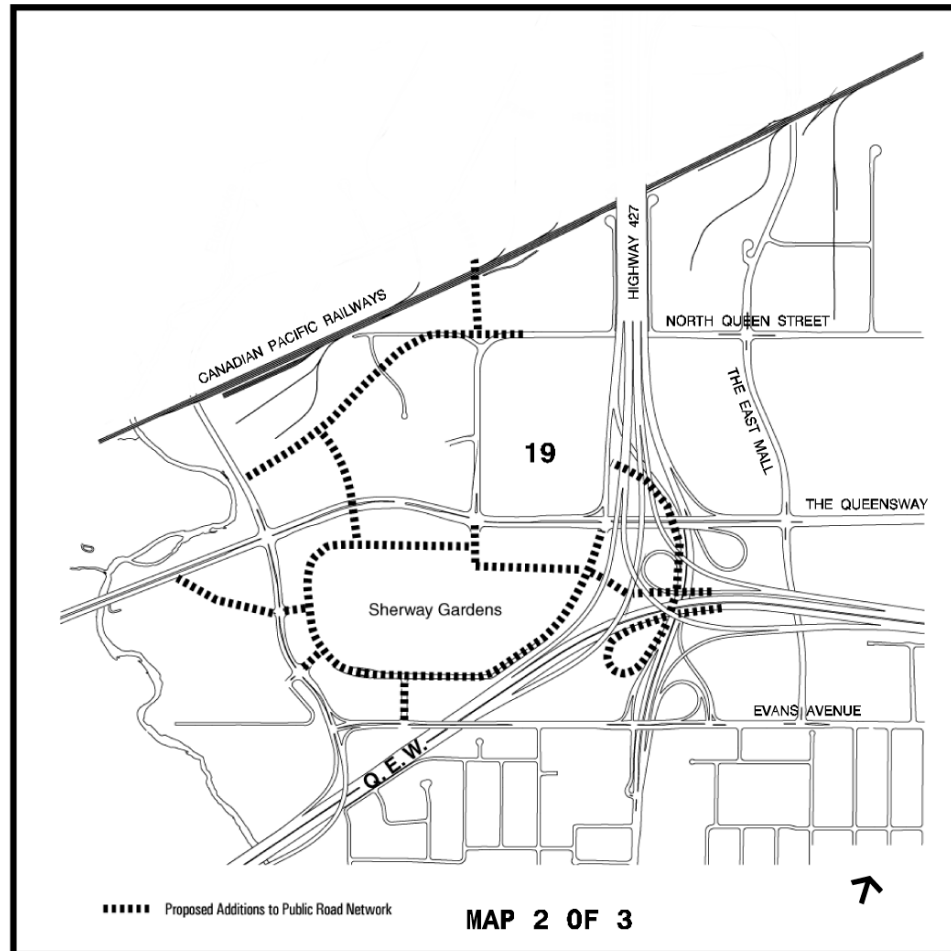
The cumulative level of retail development in the area, prior to January 1, 2011, will be limited to 221,865 square metres gross leasable area of which 50,000 square metres of retail gross leasable area will be reserved for lands located outside of the area subject to site and area specific policy 13. Notwithstanding the 221,865 square metres gross leasable area development cap, an additional 16,122 square metres gross floor area is permitted for the properties municipally known as 98 Index Road and 150 North Queen Street. The cumulative levels of pre-subway retail and office development in the site and area specific policy area will be limited to 250,000 square metres gross leasable area and 125,000 square metres gross floor area, respectively, unless a comprehensive transportation review demonstrates, to the satisfaction of the City, that sufficient transportation capacity would be available.



c) Density

The maximum gross office density is 1.5 times the lot area. The maximum gross residential density is 150 units per hectare and 1.50 times lot area. However, the maximum net density of individual sites designated *Mixed Use Areas*, except for lands subject to Site and Area Specific Policy 13, is 4.0 times the lot area. Notwithstanding the above, for the lands municipally known as 700 Evans Avenue in the year 2005, the maximum gross residential density is 455 units per hectare and 3.75 times the lot area.

The site area used to calculate gross density will exclude areas of valley land or valley slopes designated *Parks and Open Space Areas* and used as open space, or which contribute no amenity, facility or service of benefit to the uses located on the site, but will include areas devoted to table land open space, school facilities, local streets, community facilities and institutions, to a maximum of 40 per cent of the gross site area. Lands dedicated or conveyed for parkland may be included in the land area used to calculate gross density.



When

calculating density using gross floor area, or, in the case of retail uses, gross leasable areas, floor areas devoted to school facilities, public recreation uses, community facilities, pedestrian concourses accessible to the public, transit facilities, institutions, and cultural facilities are excluded.

When calculating the density in units per hectare, two senior citizen suites or other similar small suites provided for special housing occupancy will be considered equivalent to one housing unit, provided the density limit is not exceeded.

d) Transportation Infrastructure

A new public network of local streets will be required to divide the area into a more urban pattern of streets and blocks, providing a framework for reorganizing and intensifying existing uses and accommodating new uses and forms of development. The major changes proposed to transportation infrastructure in the area to accommodate development/redevelopment are shown conceptually on Map 2.

e) Community Infrastructure

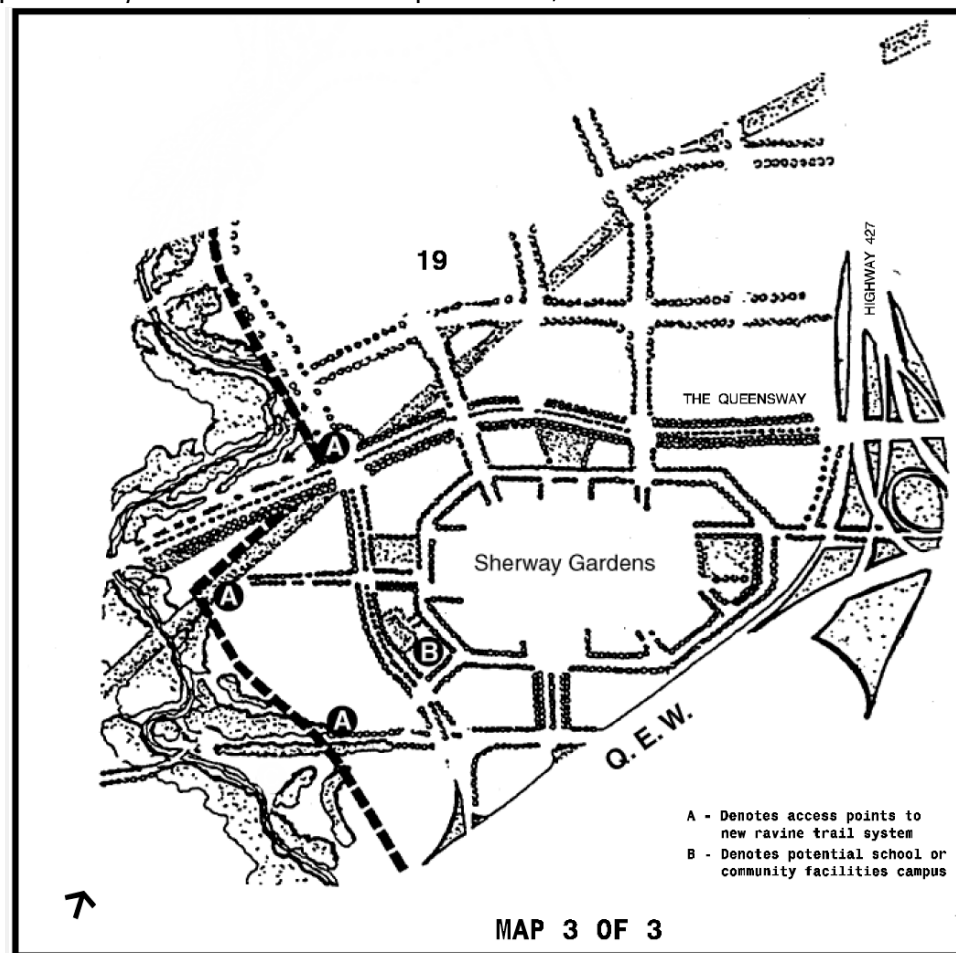
In order to support residential uses, a number of community services and facilities will be required, including:

- i) retail facilities and services of the types serving the day-to-day needs of residents;
- ii) elementary schools, potentially for both the Toronto District School Board and the Toronto Catholic District School Board, preferably in the form of a joint school campus;
- iii) active and passive public open spaces;
- iv) community facilities including social and recreational facilities for seniors, other future residents and the working population of the area, and library services; and
- v) emergency services such as fire, ambulance and police.

f) Valleys and Open Space

A system of linked open space will be provided throughout the area as shown conceptually by Map 3. A variety of new open spaces will be created, and connected into a network of public parks, private open spaces, valleylands, landscaped streets, and paths for pedestrian, cycling and recreational use.

A maximum alternative parkland dedication rate of 1.0 hectare per 300 housing units will apply. A reduced rate may be considered where a development provides or contributes to the provision of a needed public facility which is deemed to be of public benefit, but such reduced rate will not be less than 0.5



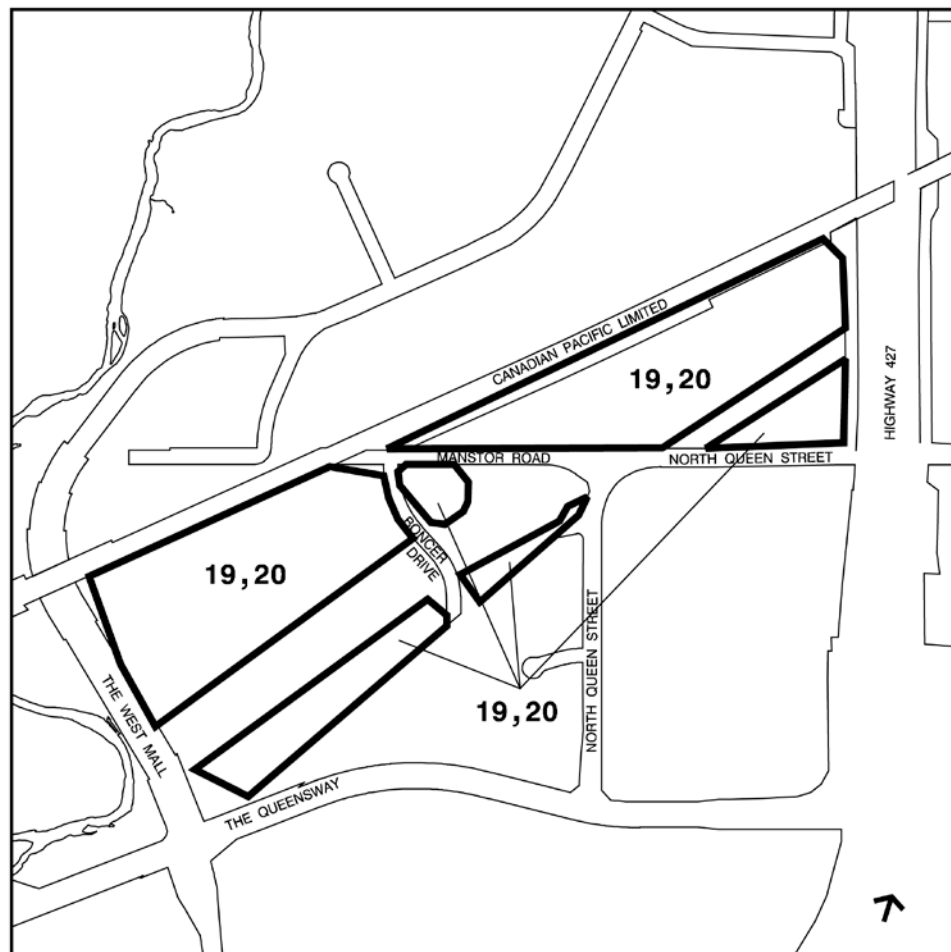
hectares per 300 housing units.

g) Housing

The introduction of housing in the area will have regard for the area's qualities and constraints for housing, the relatively limited variety of housing types that can be provided, the emphasis on high density adult-oriented buildings, and the deficiency in supporting services for some population groups and types of households. The types of affordable housing appropriate for the area will primarily be limited to apartments oriented to seniors, similar small units for single persons or small households, and special needs housing especially if related to the Trillium Health Centre.

20. South of the CP Rail Line Between The West Mall and Highway 427

- a) Large scale, stand-alone retail stores and entertainment, recreation, social and cultural facilities are permitted.
- b) Industrial uses will be restricted within enclosed buildings or to uses that involve only limited outdoor storage and will not be obnoxious due to odour, dust, smoke, noise or vibration.

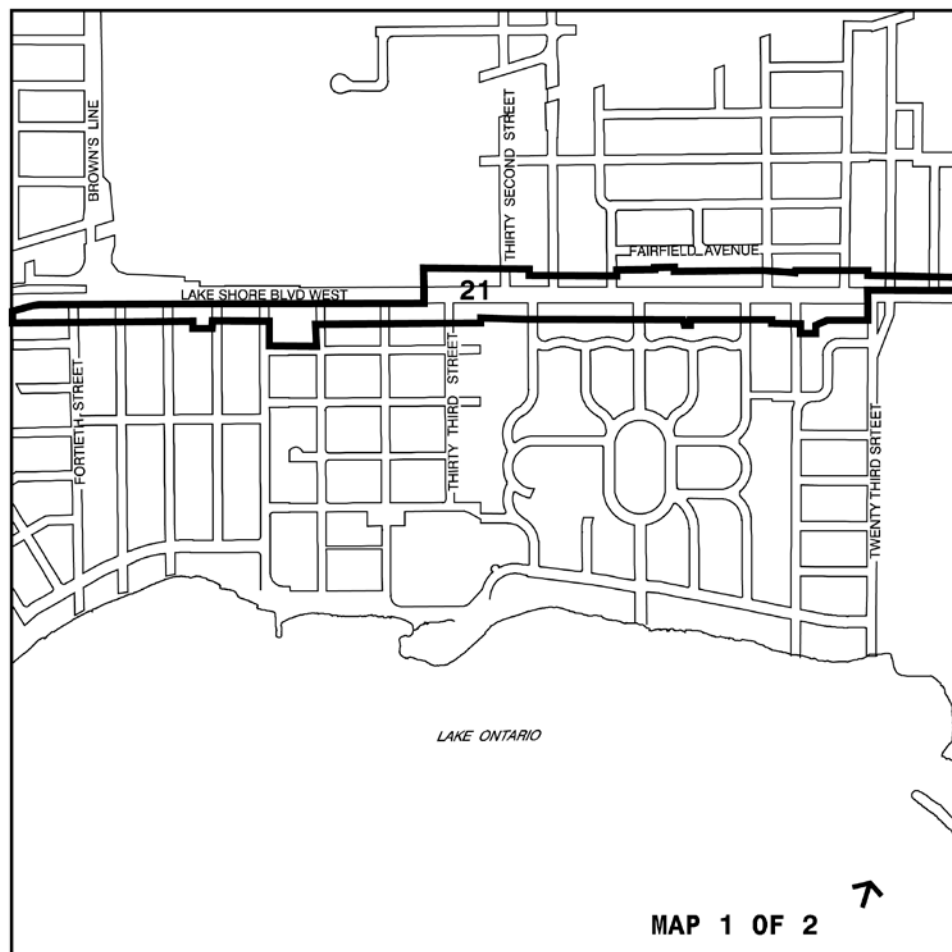


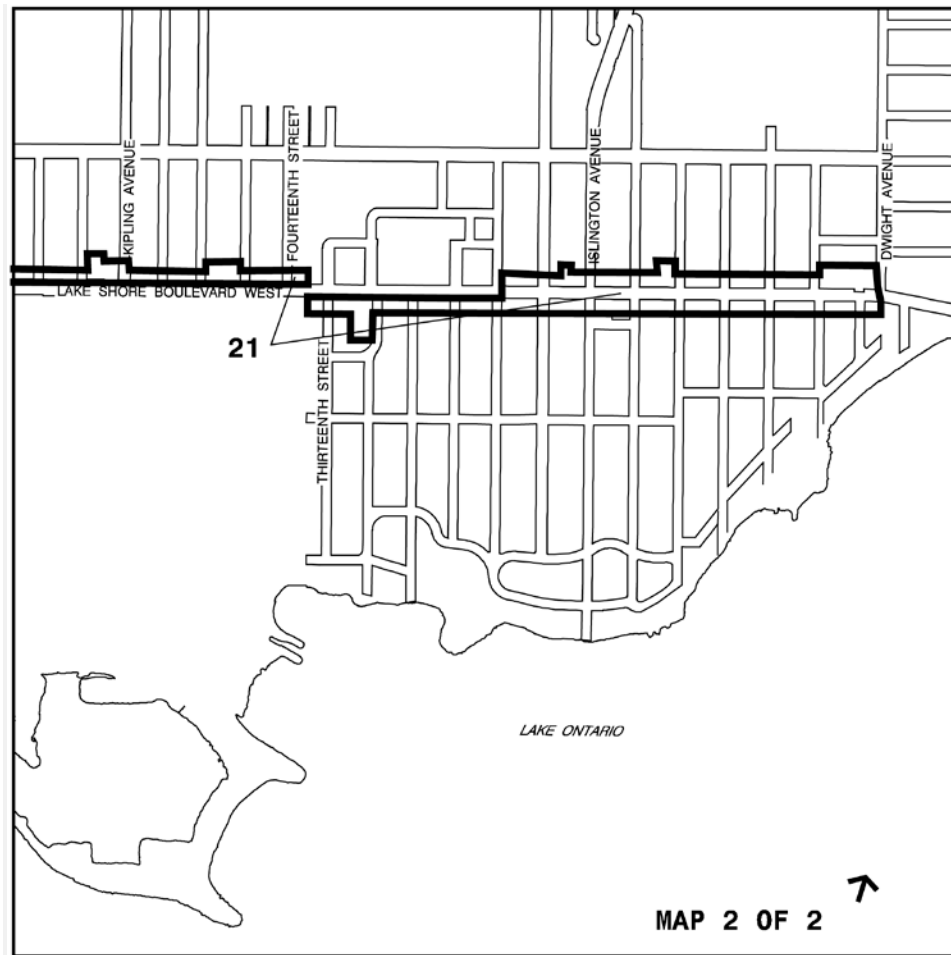
21. Lake Shore Boulevard Between Etobicoke Creek and Dwight Avenue

- a) Buildings should be built to the Lake Shore Boulevard West street line with a discretionary setback zone of 1.5 metres. Development blocks should provide a continuous building face for at least 70 per cent of the frontage on Lake Shore Boulevard West. Building heights should not exceed four storeys, except:
 - i) between Twenty Second Street and Twenty Third Street, where a six storey building is permitted if the extra height is stepped back from the street; and
 - ii) for the area between Twenty Third Street and 3829 Lake Shore Boulevard West (one block west of Fortieth Street), where a six storey building is permitted; however, in areas where lot depths exceed 35 metres, higher building height may be considered.

Building height should not exceed a 45-degree angular plane from the property line of the adjacent low-scale residential properties.

- b) Maximum net density of mixed commercial-residential buildings with commercial uses on the ground floor is 3.0 times the lot area for the lands designated *Mixed Use Areas*.



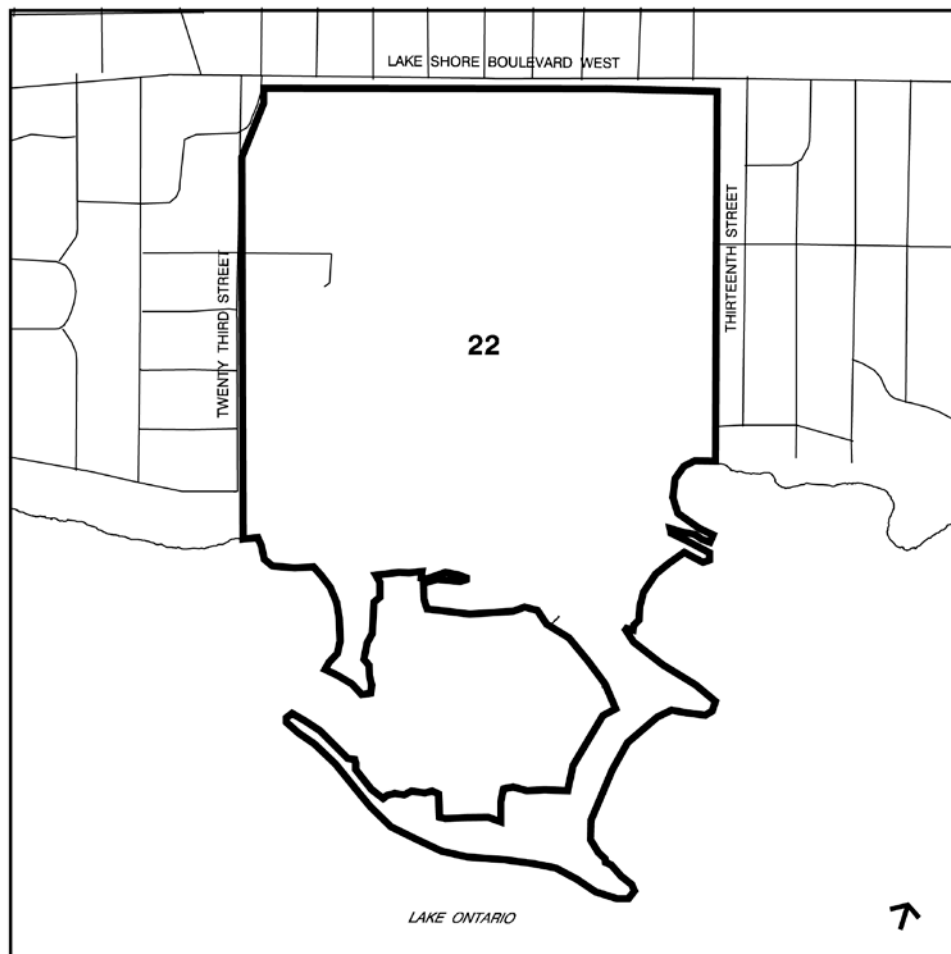


22. South Side of Lake Shore Boulevard West Between Twenty Third Street and West of Thirteenth Street

- a) The lands will be retained as major public open space where community services may be located. Only parkland and community facilities such as community colleges, community and health services, homes for the aged, arts/cultural facilities, recreational and community centre facilities, day care facilities, libraries, elementary and secondary schools and fire and other emergency services will be permitted on the lands designated *Institutional Areas*. Only parkland is permitted on the lands designated as *Parks and Open Space Areas*, except for small-scale community facilities at heritage building sites, a water treatment plant west of Kipling Avenue and their associated facilities.
- b) Existing heritage buildings and structures on the site will be retained. In particular, the heritage character of the quadrangle of former Psychiatric Hospital buildings and the adjacent Hospital grounds east of Kipling Avenue will be protected. To the extent possible the existing landscape will be retained, particularly the former Hospital grounds east of Kipling Avenue to the north, east and south of the quadrangle.
- c) New buildings will locate primarily west of Kipling Avenue and will generally maintain the overall open space and heritage character of the site. Any renovation and new construction within the former Hospital quadrangle will be contained within the outer perimeter of its buildings and will be consistent with their scale, design and architecture.

d) A master design and implementation plan for the lands will act as an advisory guide to public agencies on matters including:

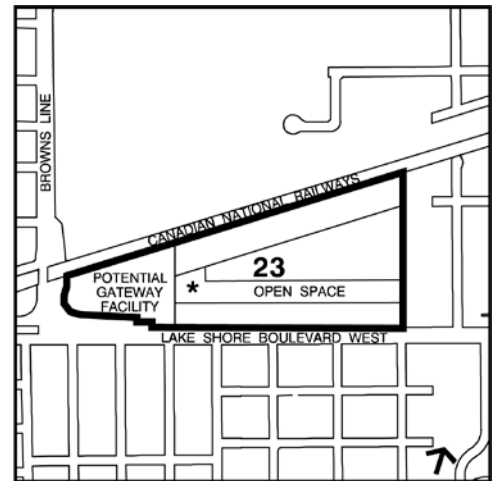
- i) urban design elements;
- ii) design criteria for built form, streetscapes and landscapes;
- iii) incorporation of public art;
- iv) protection of heritage features;
- v) access, parking and servicing; and
- vi) ongoing co-ordination of public agencies.



23. North Side of Lake Shore Boulevard West from Browns Line to East of Thirty-Third Street

a) Up to 2,200 housing units are permitted.

b) Employment uses are permitted for the lands designated *Mixed Use Areas* in the lower podium levels of apartment buildings located along the CN rail line. Such employment uses may include light industries, warehousing, offices, small scale assembly operations, high technology manufacturing, data centres, research and training facilities, business services, personal services, restaurants, commercial services and artist co-ops. The maximum gross density for these lands is 3.0 times the lot area, or 2.5 times the lot area if the project contains a residential component. An intermodal transit terminal for GO Transit and TTC Streetcar services is also permitted on *Mixed Use Areas* identified as "Potential Gateway Facility".



c) The maximum net density of *Mixed Use Areas* located on the north side of Lake Shore Boulevard is 3.0 times the lot area. Buildings should be built close to the Lake Shore Boulevard street line with a discretionary setback zone of 1.5 metres. Development blocks between intersecting streets should provide continuous building frontage for at least 70 per cent of the frontage. Building heights should not exceed four storeys at the build-to line, and where developed to the maximum of six storeys, the extra height should be stepped back from the street. The development blocks along Lake Shore Boulevard will be of sufficient depth to provide a generous sidewalk along the frontage, adequate surface parking and driveway access, and appropriately sized and sited mixed use buildings.

d) Low-rise apartments to a maximum of six storeys in height are permitted on lands designated *Neighbourhoods*.

e) Development density may be transferred from lands designated *Parks and Open Space Areas* to abutting lands based on their development density, provided the total units in the Site and Area Specific Policy does not exceed 2,200. A potential school site is indicated by an asterisk on the attached map.

f) There will be a gradual increase in building heights northerly from Lake Shore Boulevard and westerly from 32nd Street.

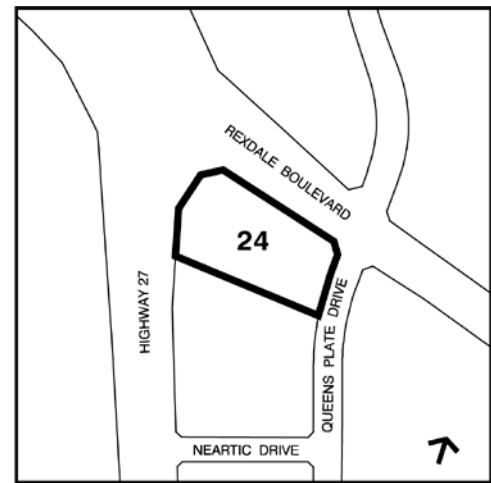
g) Existing non-residential uses are permitted to continue. New non-industrial development will be required to address potential impacts on existing industrial uses.

h) The development of a public road system will be required. Prior to redevelopment of any property in the area, public roads through the property will be provided.

i) A minimum of three north-south public roads from Lake Shore Boulevard will be required to access the interior of the lands. Two other public road or access locations on Lake Shore Boulevard may be required. Such roads and access points on Lake Shore Boulevard will be located opposite the existing road intersections on the south side of Lake Shore Boulevard. At least one east-west public road across the lands will be required.

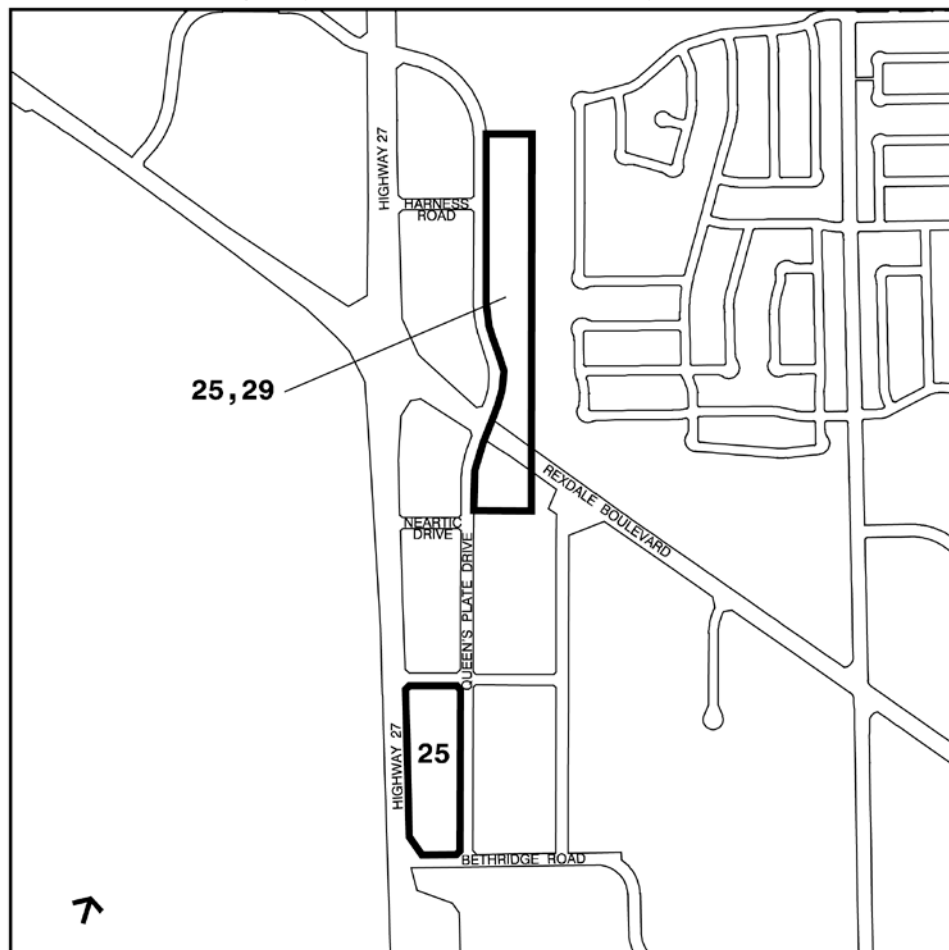
24. South Side of Rexdale Boulevard Between Highway 27 to Queen's Plate Drive

Industrial uses and storage are not permitted.



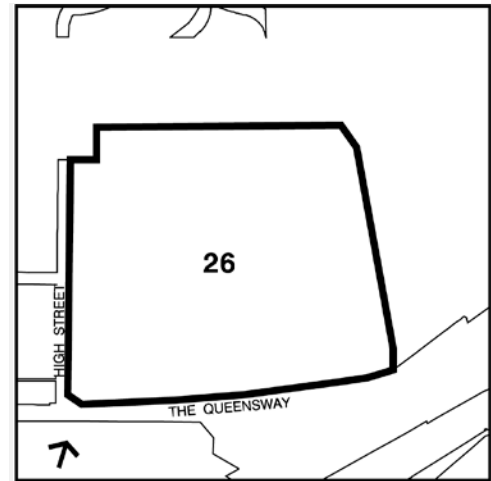
25. East Side of Queen's Plate Drive North of Nearctic Drive and on the East Side of Highway 27 North of Bethridge Road

Industrial uses are limited to prestige industries with no outside storage.



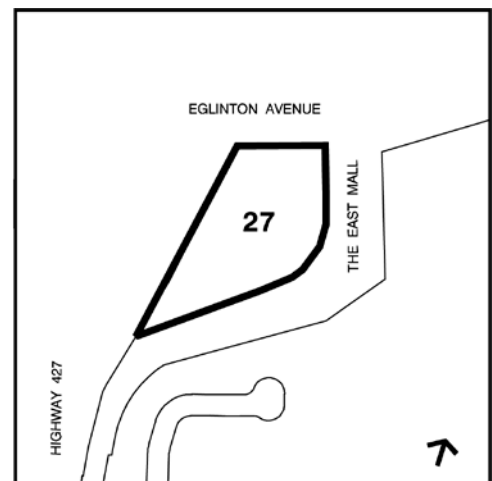
26. 130 The Queensway

Only a sewage treatment plant & associated facilities are permitted.



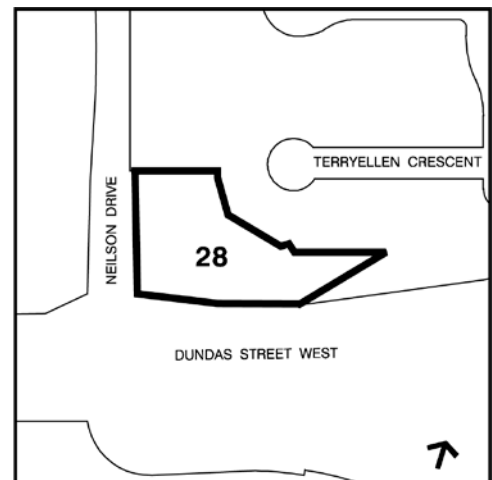
27. West Side of The East Mall, South of Eglinton Avenue

Residential uses are not permitted.

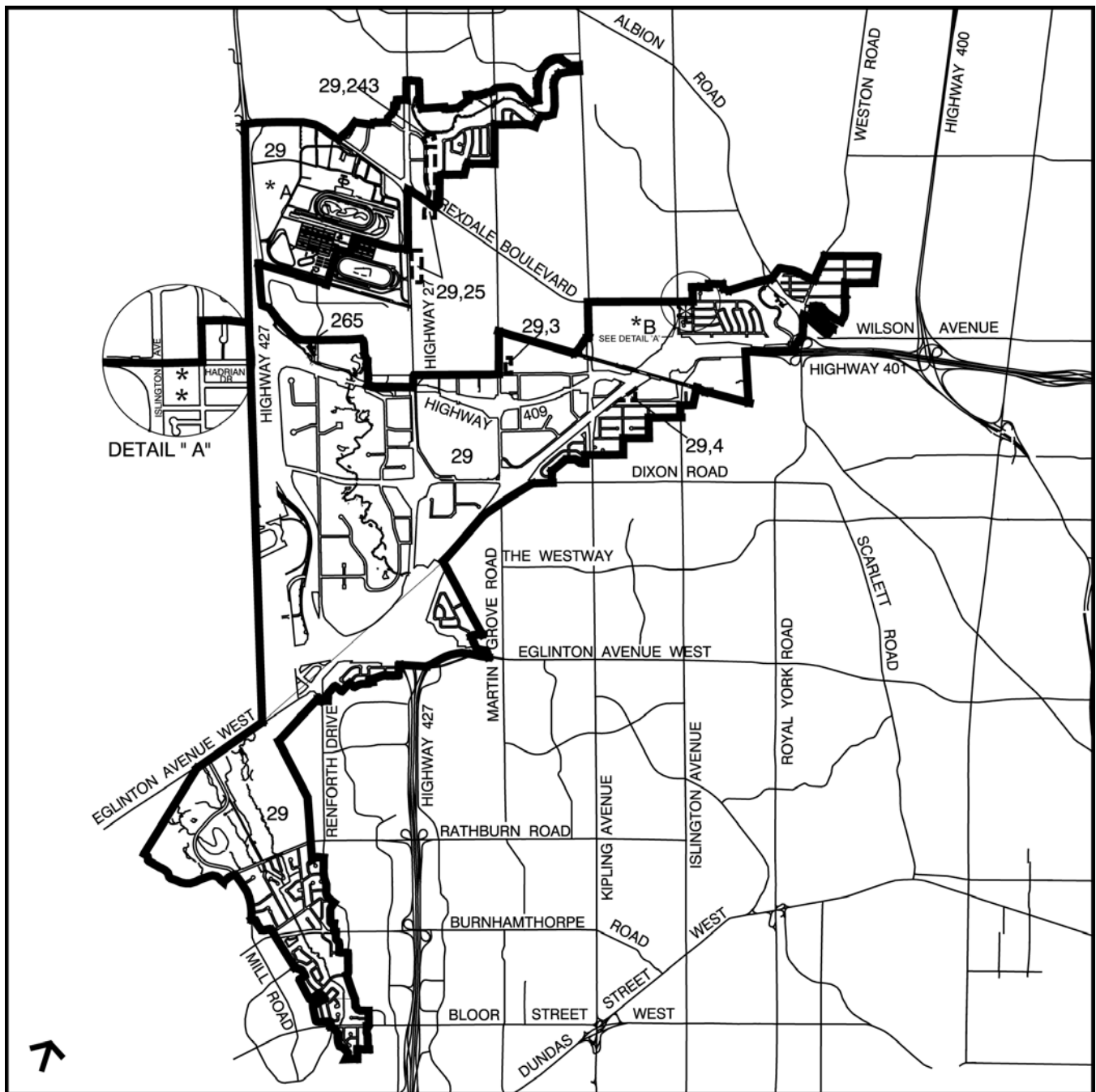


28. 11 Neilson Drive

Conversion of an existing 55 unit equity co-operative to condominium is permitted.



29. Lester B. Pearson International Airport Operating Area



- a) Within the Lester B. Pearson International Airport (L.B.P.I.A.) Operating Area, new development for residential and other sensitive land uses is prohibited, unless permitted by existing zoning.
- b) Notwithstanding Section a):
 - i) redevelopment for residential uses or infilling for residential uses may only be permitted within the L.B.P.I.A. Operating Area if the proposed residential development would result in the same or fewer total number of housing units than the existing zoning would permit; or

- ii) redevelopment for residential uses or infill for residential uses may only be considered within the L.B.P.I.A. Operating Area, provided that there will be no negative impacts on the long-term function of the airport. In this regard, among other matters, the City will require proponents of redevelopment or infilling to provide noise studies and undertakings to provide satisfactory noise attenuation measures when making applications for development approval.
- c) Notwithstanding Section a), redevelopment for sensitive land uses, other than residential, or infilling for sensitive land uses, other than residential, may only be permitted by site specific zoning within the L.B.P.I.A. Operating Area if the proposed sensitive land use development is generally consistent with Transport Canada's latest guidelines. In applying these guidelines, the 30 NEF/NEP noise contour will be considered to be the L.B.P.I.A. Operating Area.
- d) Notwithstanding Section a), the City may pass comprehensive zoning by-laws that permit residential uses within the L.B.P.I.A. Operating Area, provided that the new Zoning By-law does not increase the number of housing units permitted. The City may pass comprehensive zoning by-laws to continue to permit non-residential noise sensitive land uses within the L.B.P.I.A Operating Area that are permitted in existing Zoning By-laws.
- e) Notwithstanding Section a):
 - i) new residential and other sensitive land uses may be permitted on the Woodbine Racetrack lands (shown as Area 'A') provided at the time of draft plan of subdivision and final approval and/or site rezoning no new residential and other sensitive land uses are located within the Transport Canada approved 30 NEF/NEP Composite Noise Contour and that the demarcation between the area where these uses are and are not permitted is shown on the plan of subdivision and/or the zoning by-law by clear features such as streets, natural features, and/or zoning land use boundaries;
 - ii) the redevelopment for residential uses and other sensitive land uses, or infilling for residential uses and other sensitive land uses, may be considered within the L.B.P.I.A. Operating Area, if it has been demonstrated that there will be no negative impacts on the long-term function of the airport. In this regard, among other matters, the City will require proponents of redevelopments or infilling to provide noise studies and undertakings to provide satisfactory noise attenuation measures when making applications for development approval; and
 - iii) nothing in the Plan will prevent the use of the Woodbine Racetrack lands for a horse racetrack including housing, dormitories and other noise sensitive land uses and the keeping of horses, required only for the operation of horse racing, and for any related, associated or accessory uses, facilities and services.
- f) Notwithstanding Section a), new residential development and other sensitive land use development may be permitted on the Rexdale Mall lands within the L.B.P.I.A. Operating Area (shown as Area "B") provided that at the time of Official Plan Amendment and/or rezoning no new residential and other sensitive land uses are located within the Transport Canada approved 30 NEF/NEP Composite Noise Contour and that the demarcation between the L.B.P.I.A Operating Area and the Noise Contour is shown on the map of the Official Plan Amendment and/or zoning by-law by clear features such as streets, natural features, and/or land use/zoning boundaries.

- g) The L.B.P.I.A. Operating Area and the aforementioned policies will be reviewed whenever a new Transport Canada approved 30 NEF/NEP noise contour is prepared for the airport and/or in conjunction with the periodic review of the Plan.
- h) The following definitions will apply only to this site and area specific policy:

Infill: an application for approval under the *Planning Act* for:

- i) the creation of one or more new lots;
- ii) the creation of one or more new residential units;
- iii) a change in land use; or
- iv) the construction of buildings and structures.

And where the subject lands comprise less than 2 hectares and the lands have no buildings erected thereon and are located in an area having existing uses of the same or similar character as the use proposed.

Redevelopment: an application for approval under the *Planning Act* for the following where the subject lands have or previously had one or more buildings erected thereon:

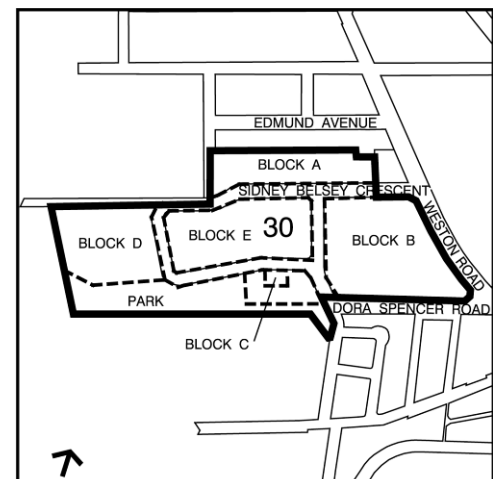
- i) the creation of one or more new lots;
- ii) the creation of one or more new residential units;
- iii) a change in land use; or
- iv) the construction of buildings and structures.

And where the subject lands have or previously had one or more buildings erected thereon.

Sensitive land uses: buildings, amenity areas, or outdoor spaces where routine or normal activities would experience noise impacts from aircraft using the Lester B. Pearson International Airport. Examples of these uses include: residences, day care centres, and education and health facilities.

30. 1400 Weston Road

- a) A maximum of 1,640 housing units are permitted on Blocks 'A', 'C', 'D', 'E', and the west portion of Block 'B'. The east portion of Block 'B' near Weston Road may be used for retail, office and service commercial uses with a maximum combined gross floor area of 18,600 square metres. Residential building heights (exclusive of parking levels and mechanical floors) will be varied and will not exceed 24 storeys (exclusive of mechanical penthouses, rooftop appurtenances, and rooftop recreational facilities).



Community services and facilities will be provided such as public parks, schools, day nurseries and indoor public amenity space.

- b) Section 37 may be used to permit up to 410 extra housing units beyond the residential cap. Up to 275 extra housing units may be permitted based on one extra unit per "affordable housing" unit provided. Up to 135 extra units may be allowed in return for extra public amenities, such as lands conveyed at no cost to the City for parks or public recreation purposes in excess of the dedication required in the Plan; the upgrading of parkland to be conveyed to the City (including grading, seeding, the provision of walkways, lighting, and other facilities); and, the provision of up to 2,000 square metres of indoor amenity space at no cost to the City (with necessary parking and external open space, conveniently located for easy public access). Bonusing for the extra public amenities will be calculated on the basis of the following formula:

$$\begin{array}{ll} \text{Step 1:} & x = 50 \text{ per cent of Appraised Land Value per Unit} \\ \text{Step 2:} & = \frac{\text{Total Value of Extra Public Amenities}}{x} \\ \text{(Unit Bonus not to} & \\ \text{exceed 135)} & \end{array}$$

Within each Block, as shown on the map to this site and area specific policy, the maximum density is set out below:

<u>Block</u>	<u>Maximum Density (uph)</u>
A	144.1
B	64.6
C	66.6
D	643.0
E	193.7

The above noted maximums are based on a maximum of 1,503 units on Blocks 'D' and 'E' West. Where a public or separate school is located on a Block, the total number of housing units permitted will be reduced at the rate of 145 units per hectare based on the amount of land occupied by the school.

- c) New development on the lands will be compatible with existing development to the north and south. The basic structure of the development will be as shown on the map of this site and area specific policy. The form and character of development and its relationship to adjacent areas will be generally as follows:
- i) the area adjacent to Weston Road will contain a significant commercial focus;
 - ii) residential development will vary in height, with lower buildings located closer to the existing residential areas to the north and south of the lands, and higher buildings located in the west portion of the lands and close to Weston Road;
 - iii) the south portion of the lands will include a public park, accessed by streets and other pedestrian links. The park will connect to the Humber River valley and have a linear connection that includes a walkway to Weston Road; and
 - iv) residential areas will be linked with each other and with existing residential communities to the north and south by pedestrian walkways and open space systems as identified on the schematic plan.

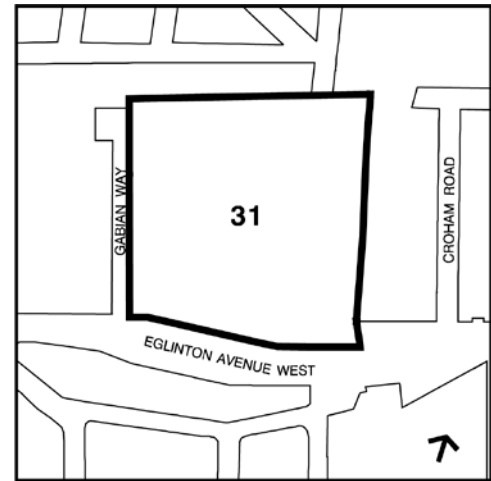
- d) Development on any portion of a Block will proceed only in accordance with a Concept Plan for the entire Block showing: setback and build-to lines; built form envelopes demonstrating how the development on each Block is to be generally distributed; the location, character and general landscaping of private open spaces and, where possible, their linkage to public open space; the location of arcades, canopies and other weather protected pedestrian routes; the general location of parking facilities and vehicular access points; the general location of the principal pedestrian entrances and routes; the general location of public street-related uses; the light access implications of the proposed massing arrangement; treatment of sidewalks within public street allowances including paving, street furniture, lighting, plantings, and conceptual treatments of public parks; and, grading and drainage patterns.
- e) The treed slopes in the north and south portions of the lands will be conserved in a natural state where possible.
- f) The approximately 1.95 hectare area identified as 'Park' will be conveyed to the City, in part to satisfy the parkland dedication requirement of the *Planning Act*. This parkland will be developed, at no cost to the City, on the basis of a park master plan which will address active and passive recreational opportunities and measures to conserve existing slopes.
- g) The proposed road network for the lands is shown on the attached map. Four points of vehicular access will be provided from Weston Road: two from public roads accessing the site and two from private driveways accessing the commercial centre in Block 'B'. One vehicular access will be provided from a road connecting the site with Emmett Avenue to the south. Buttonwood Avenue at Weston Road will be dead-ended with a cul-de-sac when a public road connects the lands to Emmett Avenue and Weston Road. Additional local public roads may be provided on the lands.
- h) A Holding (H) provision on the lands may be removed when the applicant has secured the following off-site road works:
 - i) conveyance to the City of sufficient lands to widen Weston Road along the full frontage of the lands in accordance with the Plan;
 - ii) the widening of Weston Road to five lanes between the north limit of the lands and Jane Street to accommodate an exclusive southbound right-turn lane at Jane Street and a centre left-turn lane along the development's frontage on Weston Road;
 - iii) the signalization of the intersection of the north access road at Weston Road; and
 - iv) the construction of a public road from the lands south to Emmett Avenue, subject to the City acquiring the lands for the road allowance.
- i) Only uses existing at the time of the adoption of the Plan, including open space and the outdoor and indoor storage of machinery parts, are permitted, until the Holding (H) provision is removed.
- j) A building permit for the construction of any housing units, other than a permit for demolition, excavation/servicing, shoring, or foundation, will not be issued in respect of the lands except for the west portion of Block 'E' having an area of approximately 0.7 hectares, unless:
 - i) the City receives a "Record of Site Condition" pursuant to the Ministry of Environment "*Guideline for Use at Contaminated Sites in Ontario, February 1997*", as amended or updated, having been received

by the Ministry of Environment along with a letter from the Ministry of Environment advising that the Record of Site Condition is not subject to an audit review; or, alternatively, a letter from the Ministry of Environment advising that the Record of Site Condition has passed a Ministry audit for compliance with the Guideline; and

- ii) the suitable use or uses for the lands set out in Part 3 of the “Record of Site Conditions” is consistent with the use or uses for which the Building Permit application has been made.

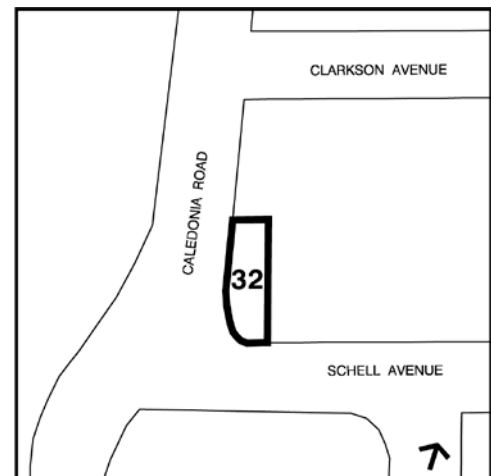
31. 2322 to 2400 Eglinton Avenue West

- a) Direct access from the lands to Eglinton Avenue West will be restricted to one driveway.
- b) A minimum of two buildings will be located abutting the Eglinton Avenue right-of-way, with their primary entrances fronting onto Eglinton Avenue.



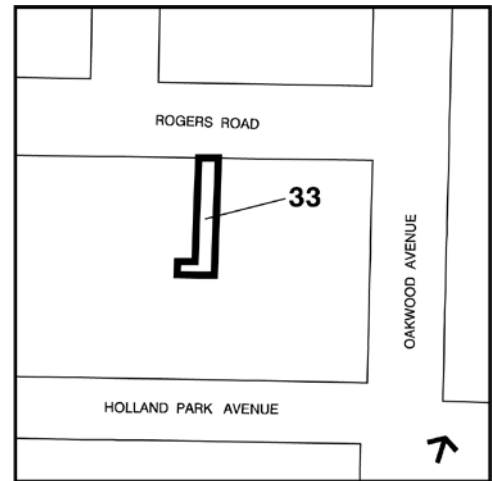
32. 216 Schell Avenue

An office and the parking and storage of motor vehicles are permitted.



33. 11 Rogers Road

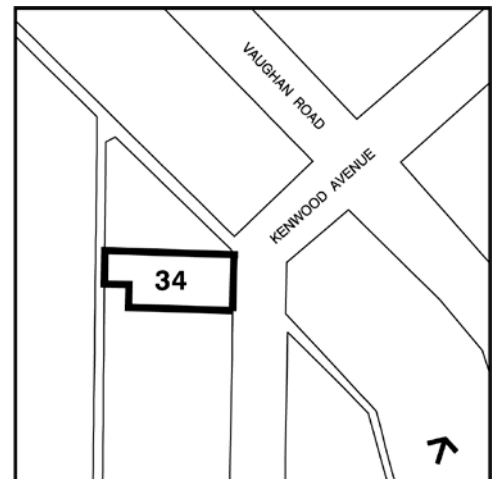
A commercial driving school is permitted.



34. 142 and 148 Kenwood Avenue

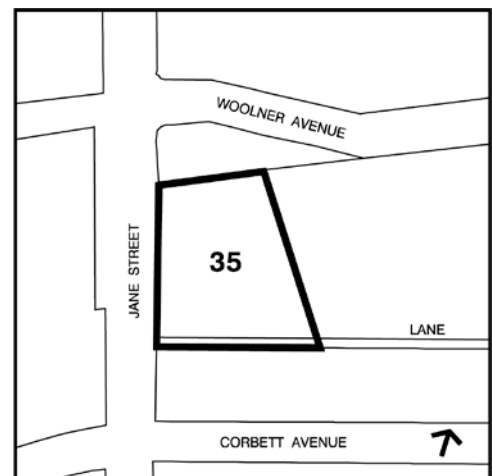
Commercial and/or residential uses with associated off-street parking are permitted provided that:

- a) there will be no extension or enlargement of the building existing on the lands as of October 29, 1990;
- b) the commercial uses will be restricted in the Zoning By-law to a limited range of professional office, design service and artistic uses that are compatible with the adjoining residential area;
- c) a maximum of two housing units are permitted; and
- d) the westerly 7.3 metres of the lands forming Lot 77, Registered Plan 1322 will be used only for the six off-street parking spaces for the occupants of the adjoining premises at 148 Kenwood Avenue and forming part of Lot 76, Registered Plan 1322.



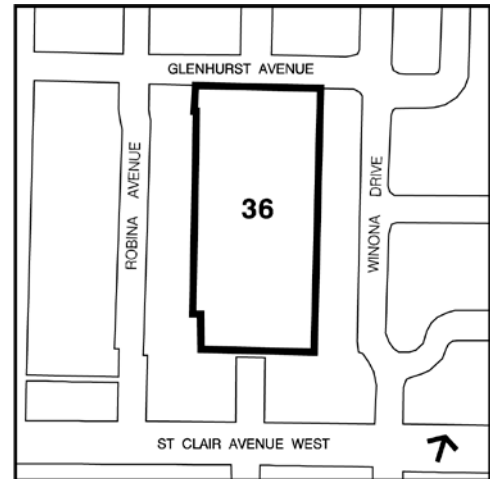
35. East Side of Jane Street, South of Woolner Avenue

Retail, office, service commercial, and community service uses are permitted provided that the gross floor area of all buildings is a maximum of 1,200 square metres.



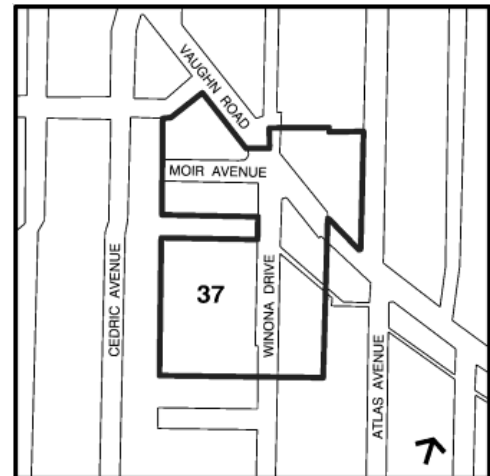
36. South Side of Glenhurst Avenue, Between Robina Avenue and Winona Drive

- a) Limited commercial uses are permitted on the ground level of buildings and near the south limit of the lands.
- b) The maximum gross density for residential use is 2.0 times the lot area and for commercial use is 0.5 times the lot area.
- c) Lands dedicated for road widenings, public streets, public lanes, public walkways and parks will be included in the calculation of gross density. Community, public recreation and institutional uses will be excluded from the calculation of maximum density.
- d) A comprehensive design scheme is required prior to development of the lands, and will include an open space plan that provides a minimum of 0.25 hectares of parkland and a public recreation facility.



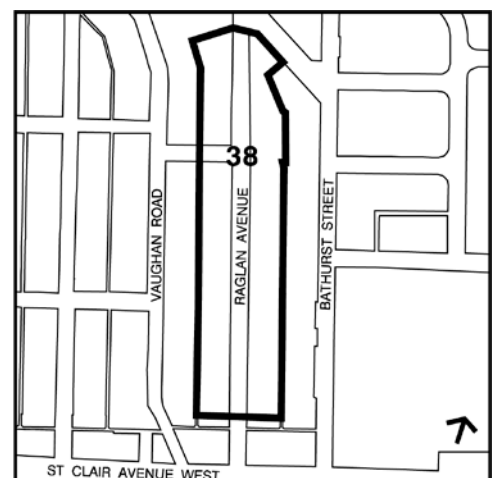
37. Lands in the Vicinity of Vaughan Road and Winona Drive

Residential buildings up to 6 storeys or 18 metres in height are permitted.



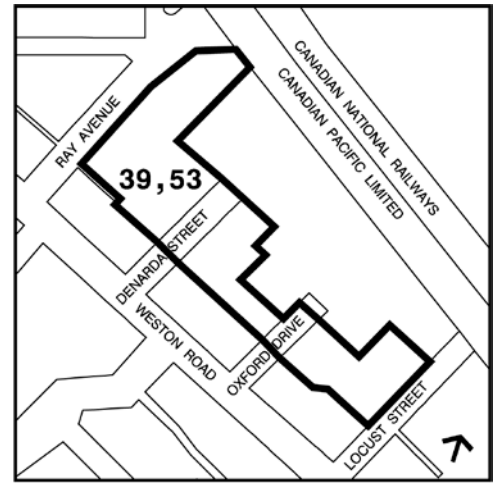
38. Raglan Avenue South of Claxton Boulevard

Land assembly will be required to allow for the development of more intensive buildings.



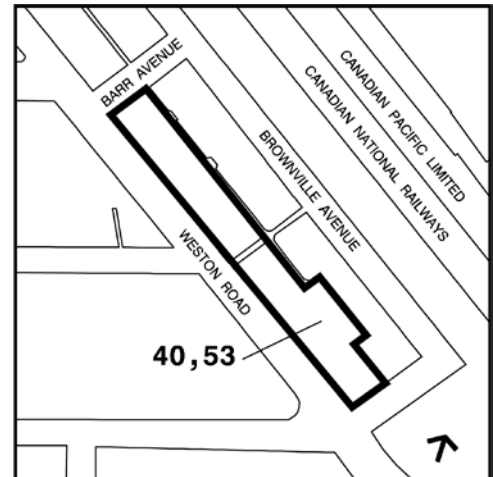
39. Lands Between Ray Avenue and Denarda Street, Denarda Street and Oxford Drive, and Oxford Drive and Locust Street

Low to medium-rise residential buildings are permitted subject to suitable land assembly.



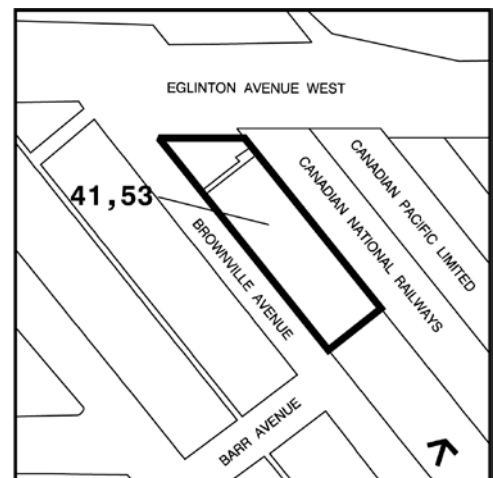
40. Weston Road Between Barr Avenue and Lambton Avenue

Buildings up to approximately 5 storeys will be permitted provided larger redevelopment parcels are created through land assembly. Zoning By-laws may permit a density of up to 1.5 times the lot area to enable existing non-residential buildings to be converted to residential use and intensified through the construction of additions or extra storeys.



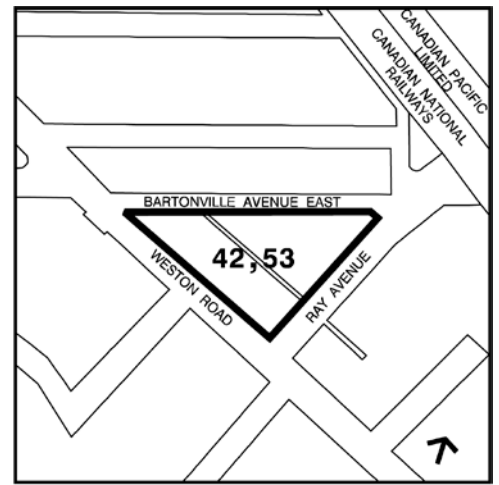
41. East of Brownville Avenue Between Eglinton Avenue and Barr Avenue

- a) The lands may be redeveloped independent of the larger neighbouring block to the west, but a comprehensive assembly and development scheme for part or all of these blocks is the objective.
- b) The adjoining section of Brownville Avenue may be closed and included within the comprehensive redevelopment scheme, provided that a substantial portion of both blocks is involved. If substantial lands to the west are assembled comprehensively and Brownville Avenue is closed, the maximum density will be 3.5 times the lot area.



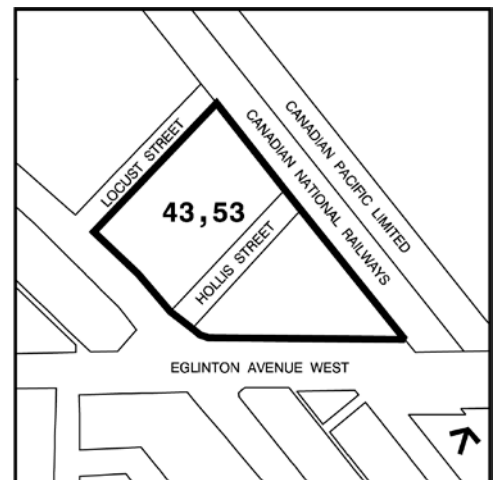
42. East Side of Weston Road North of Ray Avenue

In order to create a comprehensive assembly and redevelopment of the entire block, the adjacent Bartonville Avenue right-of-way may be closed provided that an alternative access such as a public lane or a joint private right-of-way is provided to the rear of properties fronting on Victoria Boulevard.



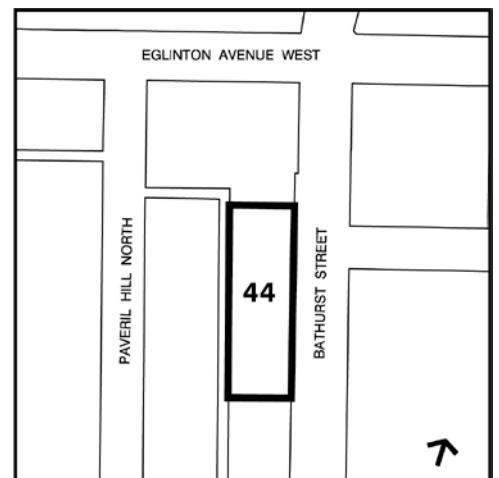
43. East Side of Weston Road Between Locust Street and Eglinton Avenue

Connecting Locust Street and Hollis Avenue by a public street will be considered in the redevelopment scheme for the lands. If the property assembly is sufficient to provide the street connection, density calculations for the affected blocks may include the area dedicated as public right-of-way. Alternatively, the closing of the Hollis Street right-of-way and its incorporation into a comprehensive redevelopment on the abutting lands may be considered.



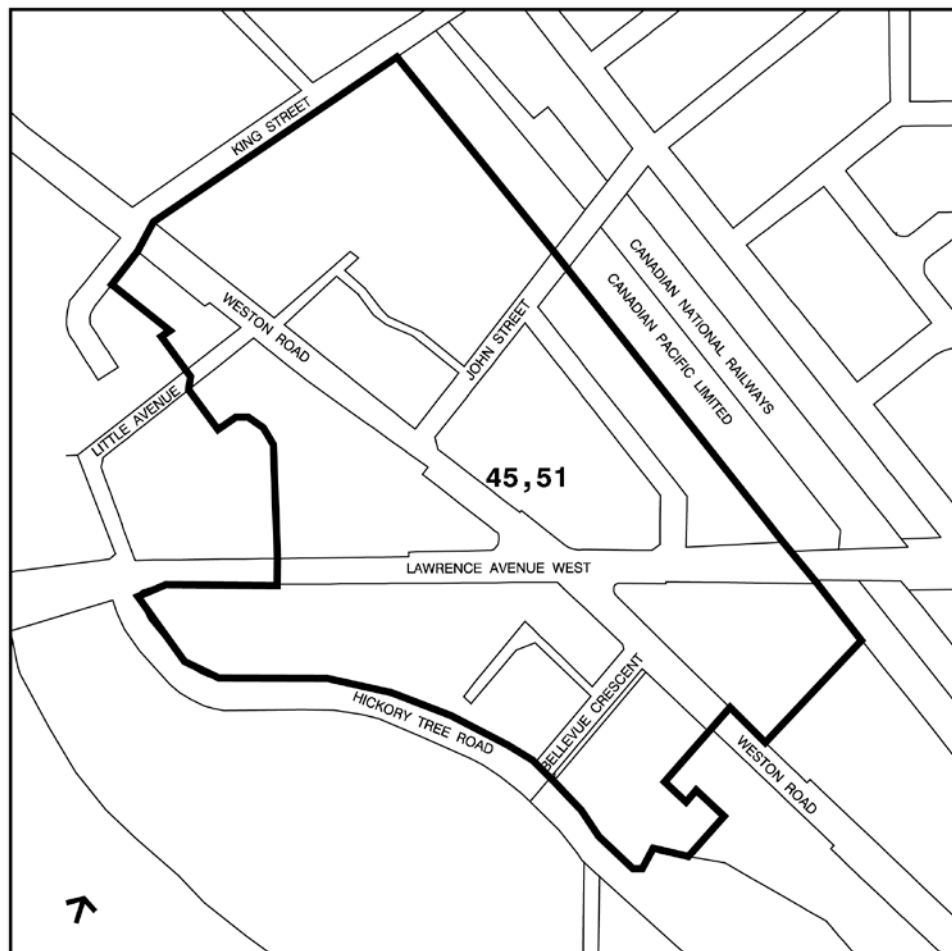
44. 2000 to 2010 Bathurst Street

Commercial uses will be restricted to offices in house form buildings.



45. Lands Located Within Weston Village

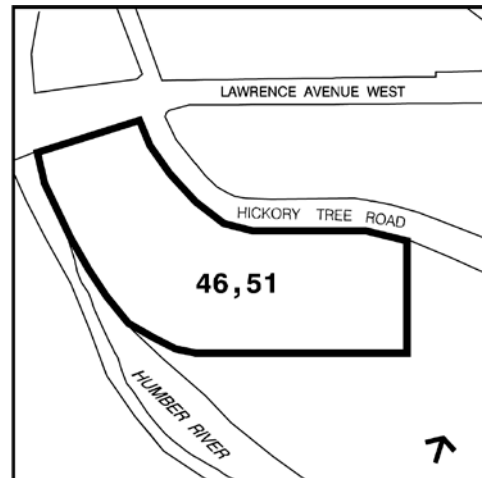
- a) New buildings within Weston Village will have a maximum height of 8 storeys and 24 metres. They should be sited at the front lot line and oriented to the adjacent street, similar to existing low-rise buildings along Weston Road. On Weston Road or John Street, building height will be limited to 3 storeys or 9 metres at the street frontage, to correspond to historic heights in Weston Village, but may step back to the 8 storey (24 metre) maximum.
- b) Weston Village will be reinforced as the focus of the Weston community through implementation strategies such as:
 - i) a streetscape design plan to improve pedestrian spaces;
 - ii) a façade and signage improvement program using the theme of the history of Weston Village;
 - iii) providing adequate public parking;
 - iv) relocating the Farmer's market to a site with a better connection to the surrounding communities;



- v) linking Weston Village to other parts of the Weston community and the Humber Valley through improved pedestrian connections and streetscape improvements; and
- vi) improvement and expansion of the GO Station.

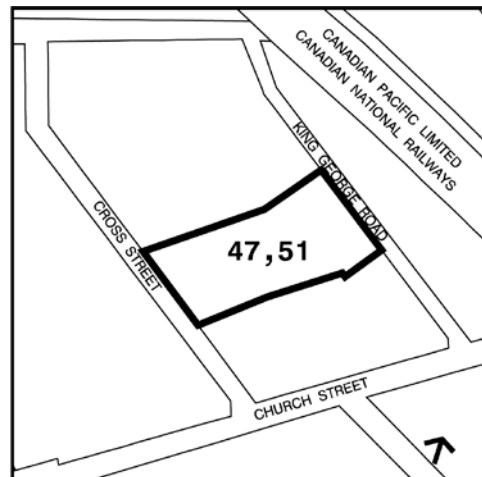
46. Lawrence Avenue West and Hickory Tree Road

A meeting, restaurant or retail facility, are permitted.



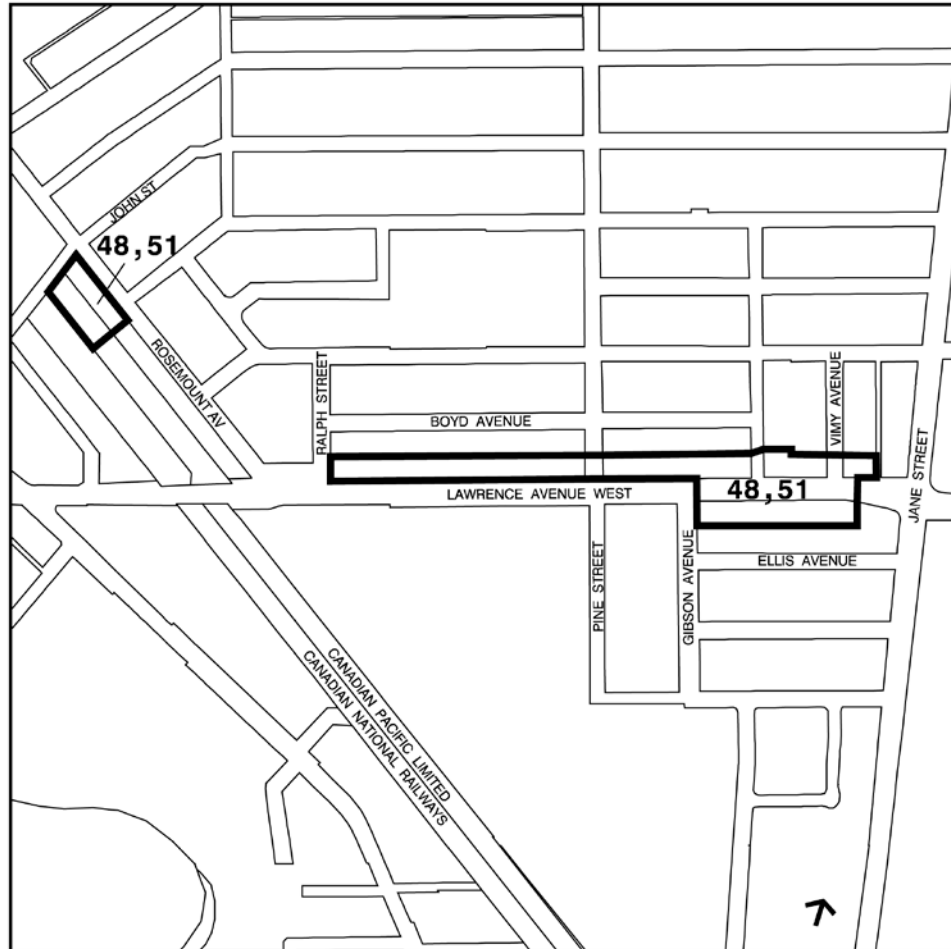
47. Lands in the Vicinity of Weston Presbyterian Church

- a) The Church building should be kept as a stand alone building with green space surrounding it to separate it from residential development.
- b) Any infill development of this area should maintain the existing buildings, or, ensure that any replacement buildings are in keeping with the built form in areas in the vicinity of Cross, Church, King George and Coulter Streets.
- c) Any redevelopment or infill development in the area will be a maximum density of 0.8 times the lot area and a maximum of 3 storeys (9 metres) in height.
- d) Special regard will be given to the provision of adequate parking, appropriate access and compatibility of built form to adjacent residential properties so as to minimize impact on the existing neighbourhood. Parking for the Church will be upgraded to the standards set out in the Zoning By-law.



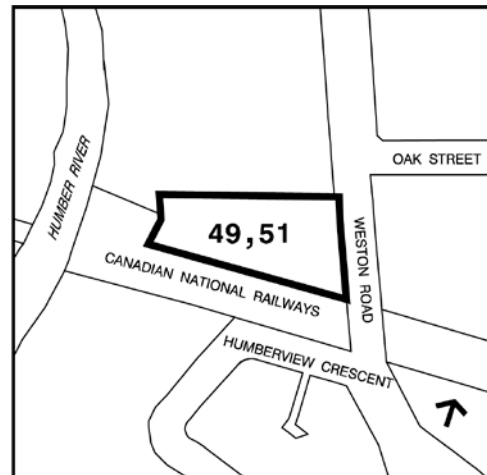
48. West of Rosemount Avenue, South of Jane Street, and Along Lawrence Avenue West Near Jane Street

Development will be 2 to 4 storeys in height (6 to 12 metres) and will be limited to a maximum density of 1.5 times the lot area.



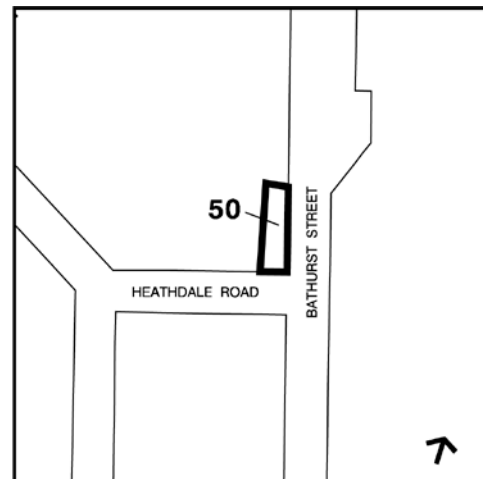
49. 2426-2438 Weston Road

The lands may be redeveloped to a maximum density of 3 times the lot area and a maximum height of 14 storeys, provided the visual impact of the additional building height beyond the eighth storey is minimized by stepping the building back from Weston Road above the eighth storey.



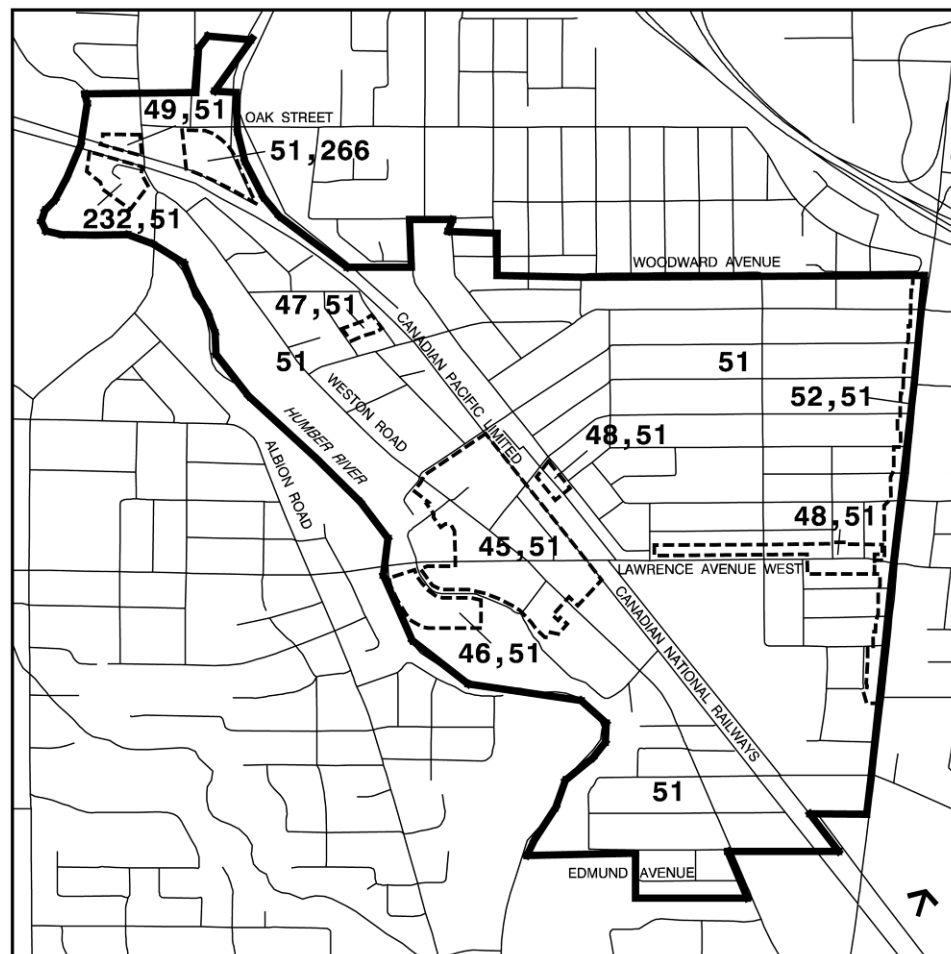
50. 2 Heathdale Road and 1608 Bathurst Street

A residential building up to 11 metres in height is permitted provided the buildable area approximates that of the existing building. The setback from the west lot line will be the greater of the setback of the existing building and garage or the provisions of the by-law for similar multiple residential buildings. All other building setbacks will approximate the existing setbacks measured to the rearmost limit of the existing garage wall.



51. Weston Area

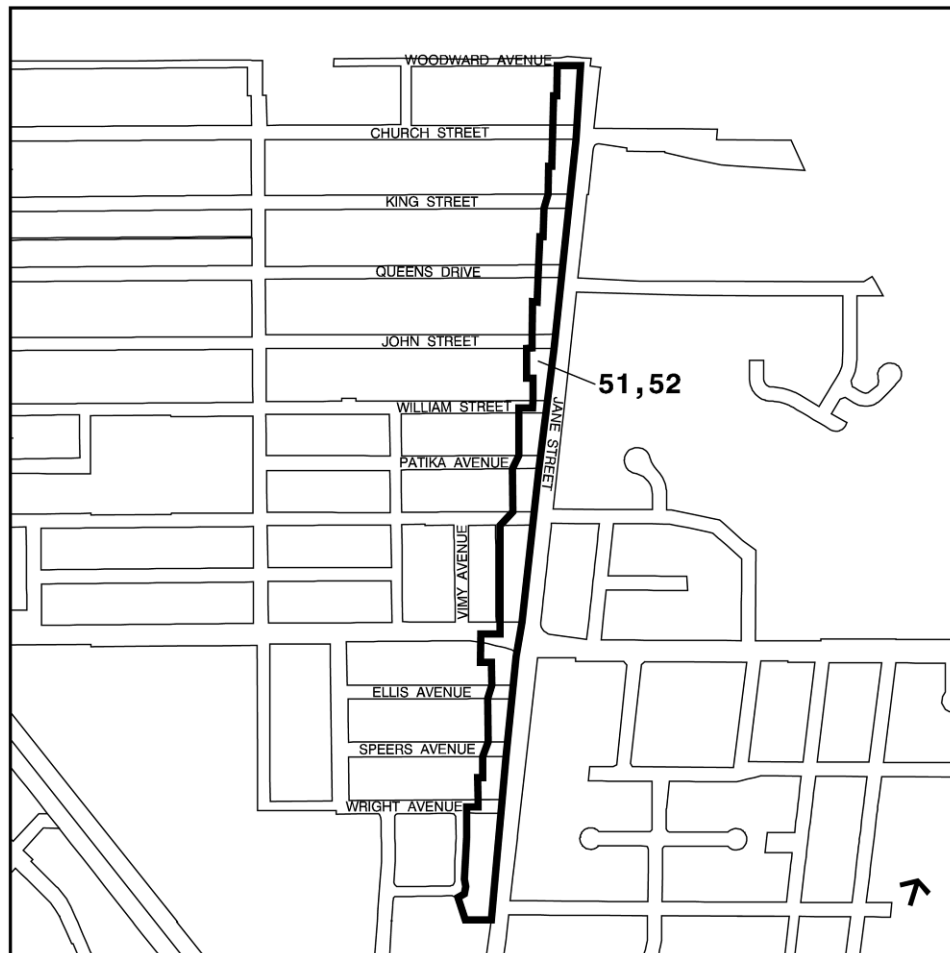
- a) View corridors to the Humber Valley from street intersections of Weston Road in the Weston community should be maintained. Links between the Weston community and the Humber Valley will be improved by adding and improving existing pedestrian connections including: an expansion of the pedestrian/bicycle trail system north of Cruickshank Park and establishing additional amenities for park users such as a café, retail pavilion, and washrooms.



- b) A significant open space feature should be provided in the Lawrence employment area.

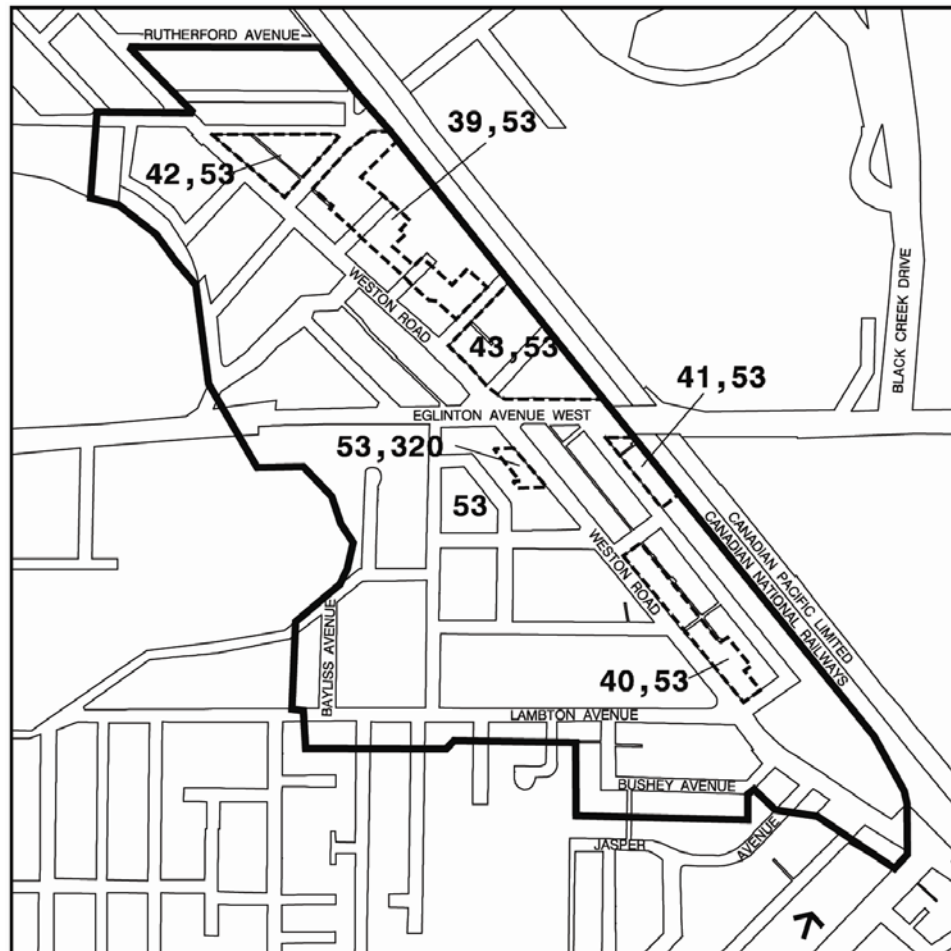
52. West Side of Jane Street in Vicinity of Lawrence Avenue

Development will be between 3 storeys (9 metres) and 6 storeys (18 metres) in height, built up to the front lot line, and oriented to Jane Street.



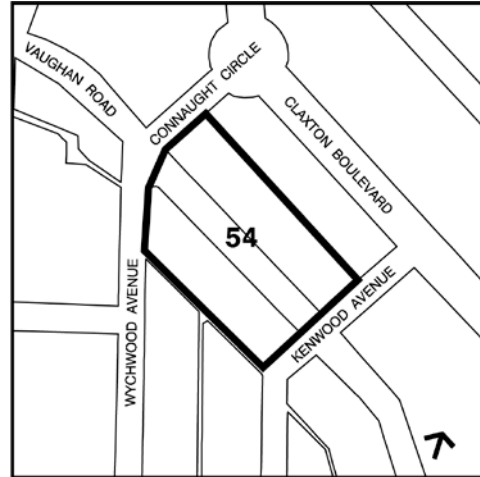
53. Mount Dennis Area

- a) A development concept plan for an entire redevelopment block (or block face) may be required to assess comprehensive projects.
- b) A development concept plan may also be required for a property assembly of a portion of a block. The assembly will be comprehensive enough to allow for a distribution of density, uses and massing that is both internally functional and externally compatible, and does not preclude workable and compatible redevelopment of the rest of the block or block face intended for redevelopment. The development concept plan may include preliminary built-form envelopes, to show the distribution of proposed land uses and densities; on-site vehicular circulation, parking arrangements and external access; preliminary location and treatment of on-site amenity areas; pedestrian entrances and circulation, and linkages to public sidewalks; and, a preliminary architectural concept.



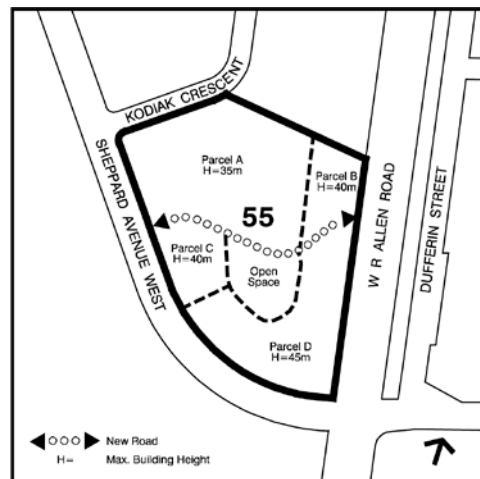
54. Vaughan Road between Connaught Circle and Kenwood Avenue

The maximum height of buildings will be 6 storeys or 18 metres.



55. 1100 Sheppard Avenue West

- a) The site will be developed primarily with residential uses, providing a mix and range of unit types. New development will be focused primarily along the William R. Allen Road and Sheppard Avenue West frontages. Non-residential uses such as retail and small offices are encouraged at grade.
- b) A centrally located public park will be provided.
- c) Subject to the provisions in d) below, a maximum density of 3.0 times the lot area is permitted based on implementation of both the Plan policies and the following additional development policies.



d) Height and building intensity are to be located to the south of the new east-west road, concentrated at the intersection of Sheppard Avenue West and William R. Allen Road. Buildings are to step down in height away from the corner:

- i) maximum building heights are shown on the attached map;
- ii) parking, servicing, mechanical equipment and automobile drop-off are to be located in a manner that has a minimal physical impact on public sidewalks and accessible open spaces. Shared driveways, and service courts at the side and rear of the buildings are to be provided for these functions;
- iii) resident parking is to be provided below grade;

- iv) large surface parking areas are generally discouraged and, in the long term parking is encouraged to be located below grade;
- v) developments which exceed 5,000 square metres in gross floor area will be required to provide a Transportation Impact Study;
- vi) Transportation Impact Studies submitted in support of development applications will identify and assess the feasibility and impact of travel demand management measures. The recommendations of these studies will include the implementation of a travel demand management program for the proposed development;
- vii) walking and the use of bicycles is to be encouraged through the provision of:
 - a) pedestrian and cycling paths with direct and convenient connections to rapid transit stations and bus stops; and
 - b) an adequate supply of secure bicycle parking on public sidewalks, near transit stations and high activity areas, and in park areas;
- viii) the achievement of public art in publicly accessible locations is supported and encouraged as a means to create an interesting and attractive urban environment. Public art could incorporate a commemoration to the military and aviation history associated with the lands or other significant associations of the site/surrounding area;
- ix) the City will:
 - a) provide opportunities for public art on City-owned lands;
 - b) secure significant public art in all developments exceeding 20,000 square metres of total gross floor area; and
 - c) seek public art contributions of one per cent of the gross construction cost of the development;
- x) new infrastructure or improvements to existing infrastructure, including roads, sanitary and storm sewers, municipal water and electricity supplies, required to serve the proposed development will be provided and paid for by the developer;
- xi) conduits and associated infrastructure to support the installation of future telecommunications networks within the road allowance will be provided;
- xii) all public roads will be constructed to include a minimum of three 4 inch ducts for fibre optic cabling, such ducts will be in accordance with the specifications of the Executive Lead Telecommunication Sub-Committee and the Commissioners of Urban Development Services and Works and Emergency Services, and will accrue to the ownership of the City;
- xiii) each building will be serviced by ductwork from the municipal duct system to the specifications of the Executive Lead Telecommunication Sub-Committee and the Commissioners of Urban

Development Services and Works and Emergency Services, and will accrue to the ownership of the City;

- xiv) opportunities will be explored by the City to enhance the levels of service provided in adjacent areas during the review of studies and designs for development-related engineering works and modifications and may, where appropriate and feasible, seek to improve services in the context of the proposed development-related engineering works; and
 - xv) prior to the enactment of any zoning by-law for development on these lands, a plan of subdivision should be completed in order to secure the related infrastructure improvements required.
- e) Subject to the following and pursuant to Section 37 of the *Planning Act*, zoning provisions may be enacted to permit increased density to a maximum of 13.5 per cent of the total gross floor area, resulting in a sum total permitted density of 3.40 times the lot area:
- i) a density increase will be permitted upon the conveyance to the City of parkland, satisfactory to the City, as part of an approved plan of subdivision, in excess of the requirements of Section 42 and Section 51 of the *Planning Act*, the sub-surface of which is to be maintained by the sub-strata owner for the development of underground parking to service the site; and
 - ii) a density increase will be permitted upon the provision of an underground pedestrian link from the site to the Downsview Subway Station, or upon the owner providing a financial contribution to the City beyond what is normally secured through the rezoning and site plan process, for improvements to the pedestrian realm between the development and the Downsview Subway Station;
- f) Development of this site is to be implemented using some or all of the following:
- i) a zoning by-law amendment, the enactment of which will be dependent on the execution of a subdivision agreement between the owner and the City for the provisions of all roads and services. The determination of any triggers required for the imposition and removal of any Holding (H) zones will be dependent on the servicing requirements identified through the plan of subdivision process; and
 - ii) subdivision agreements, site plan agreements and Section 37 agreements to secure the provision of facilities, services or matters required for the desirable development of the lands or to meet the objectives set out in this Plan, such as, but not limited to, the provision of public infrastructure, pedestrian underpasses, public art, off-site improvements, sanitary and storm sewers, municipal water supply and easements for such facilities and services;
- g) Necessary transportation infrastructure will be established and secured through rezoning and plan of subdivision applications, including but not limited to a 20 metre right of way through the land as a public road from Sheppard Avenue West to William R. Allen Road and other measures such as traffic control signals and signage.
- h) The City will encourage proponents of major office and employment developments to develop and implement appropriate travel demand management strategies to reduce peak period automobile trips and facilitate non-auto modes of travel such as transit, walking and cycling. In addition, measures to support

transit use, such as maximum parking standards, shared parking arrangements, public parking structures, and payment in lieu of parking may be required on sites within walking distance of rapid transit stations.

i) The City will monitor:

- i) development levels;
- ii) transit ridership, traffic volumes, travel patterns, parking and traffic infiltration in residential areas; and
- iii) sanitary sewers, municipal water supplies and storm sewers.

To ensure the capacity of these monitored facilities keeps pace with the development and that levels of service in adjacent areas are not reduced, zoning by-laws permitting development to proceed will only be enacted when adequate capacity to serve the proposed development is available or will be provided prior to the occupancy of any development which relies on it.

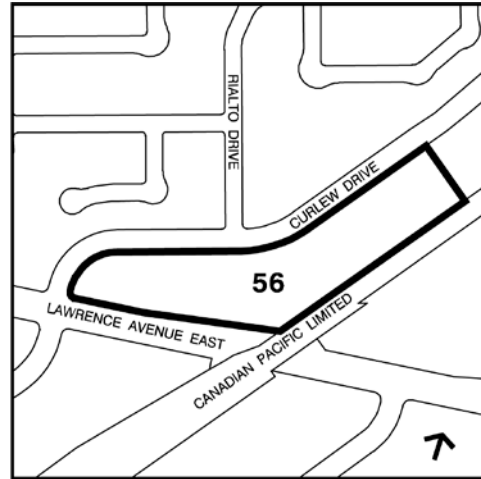
j) The submission of a Development Plan indicating the relationship of proposed buildings, structures, and open spaces to adjacent developments and development sites, public spaces, roadways and pedestrian routes is required and should demonstrate how the above development policies will be achieved. More specifically, Development Plans will show:

- i) the proposed massing of buildings, including heights, setbacks, and distribution of density;
- ii) the location, dimensions and character of publicly accessible private open spaces and pedestrian routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets;
- iii) protection and enhancement of significant views and landscape focal points;
- iv) the general location, size, and treatment of surface parking facilities and vehicular access points in sufficient detail to identify locations where parking amongst different building sites or uses may be shared, and to assess the effect of these facilities on public sidewalks and pedestrian routes; and
- v) the location of street-related uses and principal pedestrian entrances to buildings and the relationship of such uses and entrances to street frontages to ensure that the role of the public street and pedestrian movement along the street is supported and reinforced.

k) Applications for development at higher densities in the future will be evaluated in the context of transportation improvements, such as an extension of the University/Spadina subway line.

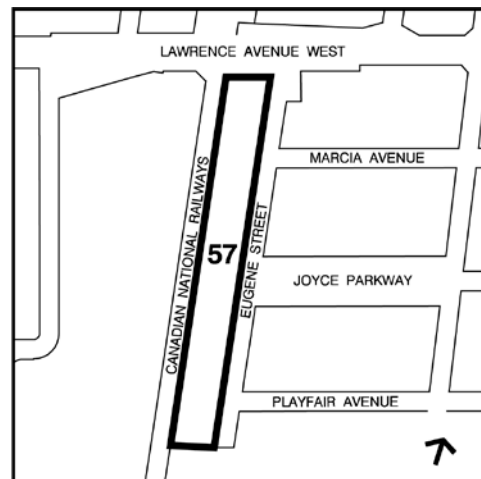
56. 61-89 Curlew Drive (excluding # 74) and 1244, 1250 and 1260 Lawrence Avenue East

- a) A maximum density of 1.0 times the lot area is permitted for office uses.
- b) Retail and service commercial uses, other than accessory uses, are not permitted.
- c) Residential uses are permitted.



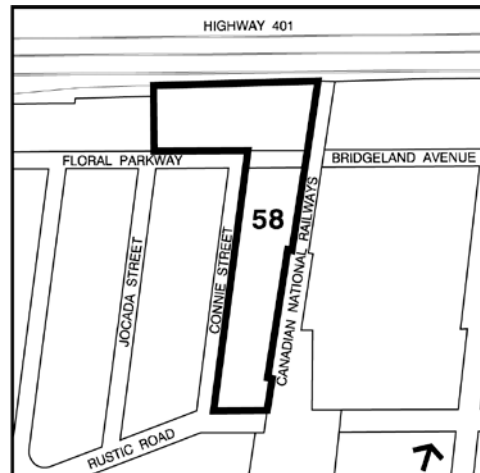
57. West Side of Eugene Street

- a) A maximum density of 1.0 times the lot area is permitted for office uses.
- b) Retail and service commercial uses, other than accessory uses, are not permitted.
- c) Housing and live/work uses are permitted in buildings which have a similar height, scale and built form to that which exists on the east side of Eugene Street.



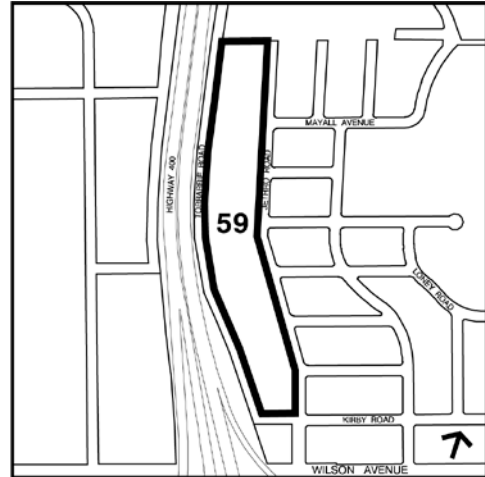
58. 1-33 Connie Street (odd numbers) and 80, 90, 99, 100 Floral Parkway

Housing and live/work uses are permitted in buildings which have a similar height, scale and built form to that which exists on the west side of Connie Street and the south side of Floral Parkway.



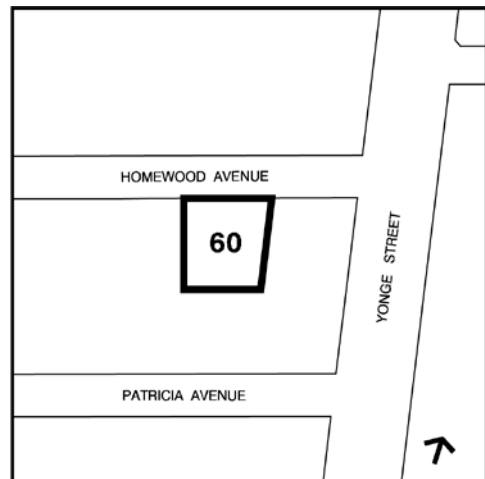
59. Jethro Road

As redevelopment occurs, vehicle access onto Jethro Road will not be permitted.



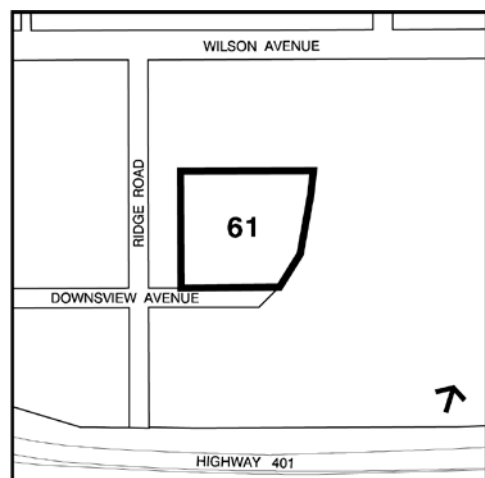
60. 9 Homewood Avenue

Parking serving the auto dealership at 6080 Yonge Street is permitted.



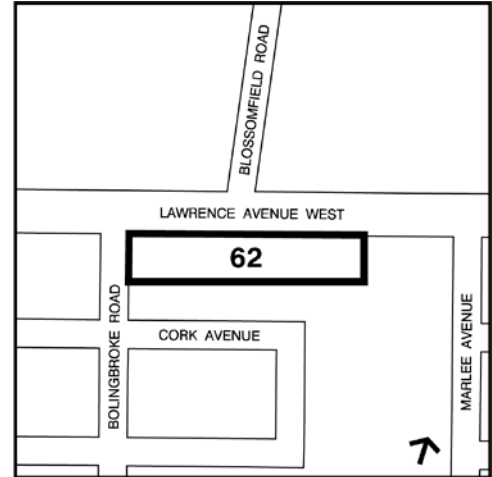
61. Northeast of Downsview Avenue and Ridge Road

A union meeting hall, including a training and rehabilitation centre, administration offices and accessory uses are permitted.



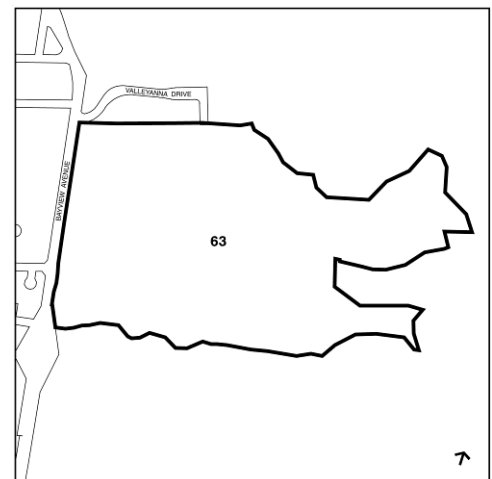
62. South Side of Lawrence Avenue West, West of Marlee Avenue

A maximum density of 1.0 times the lot area is permitted.



63. Southeast Corner of Valleyanna Drive and Bayview Avenue

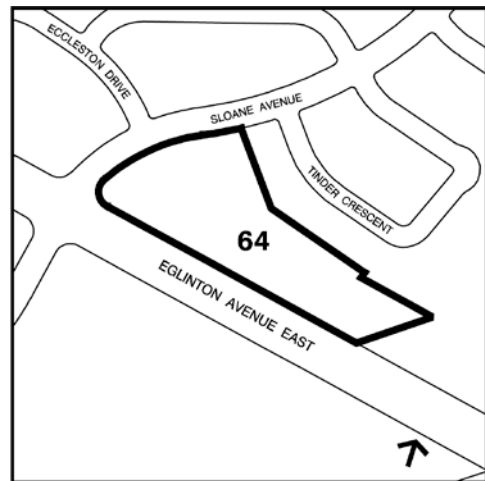
- a) The maximum permitted density is 0.75 times the lot area.
- b) The Zoning By-law may be subject to Holding (H) provisions. The Holding (H) provision may be removed in whole or in part by an amendment to the Zoning By-law when satisfactory arrangements are in place with respect to servicing and transportation requirements.
- c) Proposed development will satisfy the following objectives:



- i) *Neighbourhoods* lands north of the site will be buffered from development on the hospital site green space. Buffering will also be achieved by limiting the range of permitted uses and landscaping techniques on lands adjacent to this green space;
- ii) consideration will be given to limiting building height and landscaping on lands adjacent to the valley slope;
- iii) development along the Bayview Avenue frontage will provide a combination of open space and building;
- iv) Maclean House and Vaughan Estate will be retained and used in a manner which is sympathetic to their character as buildings of architectural and historical interest; and
- v) development will be encouraged to occur in the east and central portions of the lands.

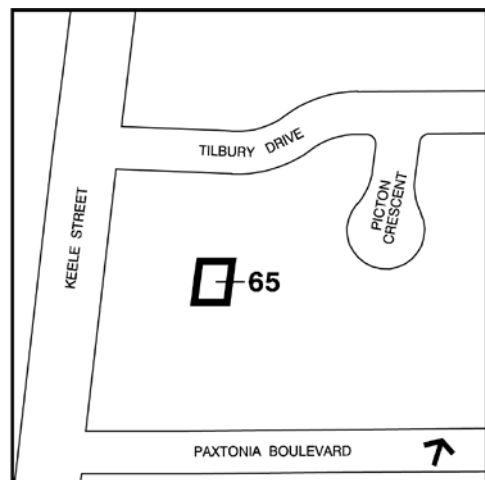
64. Northeast of Eglinton Avenue East and Sloane Avenue

A motor vehicle dealership is permitted.



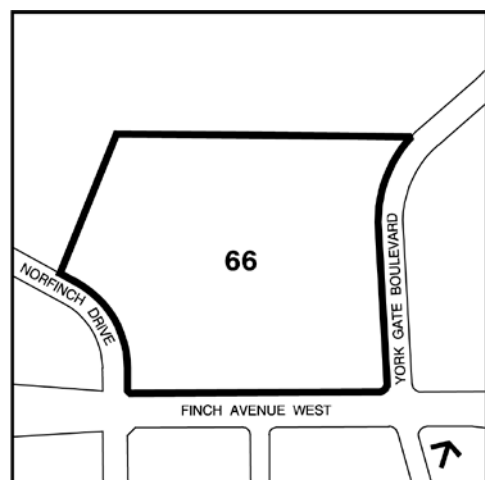
65. 11 Tilbury Drive and 2817 Keele Street

The rear 16 metres of 11 Tilbury Drive are permitted to be used for parking in conjunction with 2817 Keele Street.



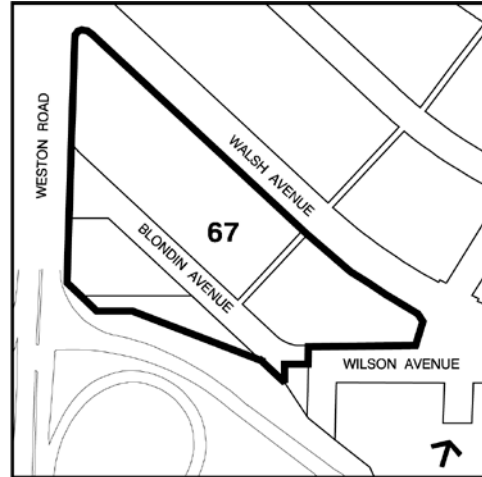
66. Northwest of Finch Avenue West and York Gate Boulevard

A maximum of 999 dwelling units are permitted.



67. Southeast of Walsh Avenue and Weston Road

- a) Public art will be located on the Weston Road frontage.
- b) A convenience retail component will be required along the Weston Road frontage.



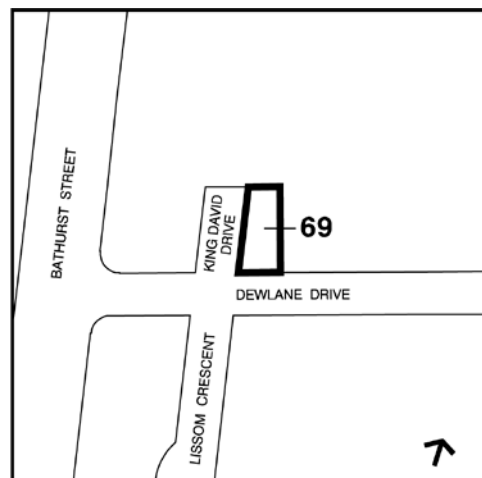
68. Southwest Corner of Regent Road and Dufferin Street

A parking structure is permitted.



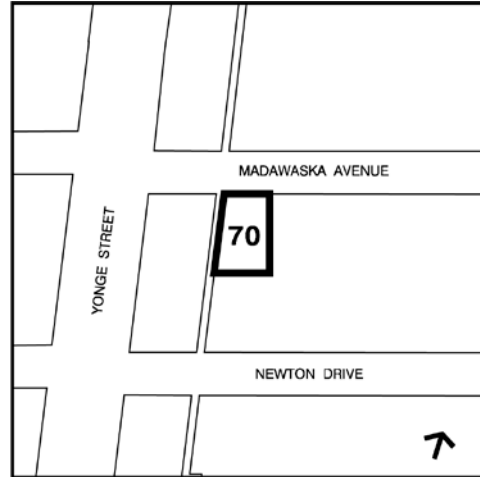
69. Northeast of Dewlane Drive and King David Drive

Uses accessory to the adjacent cemetery are permitted; and burials, mausolea, crematoria and columbaria are not permitted.



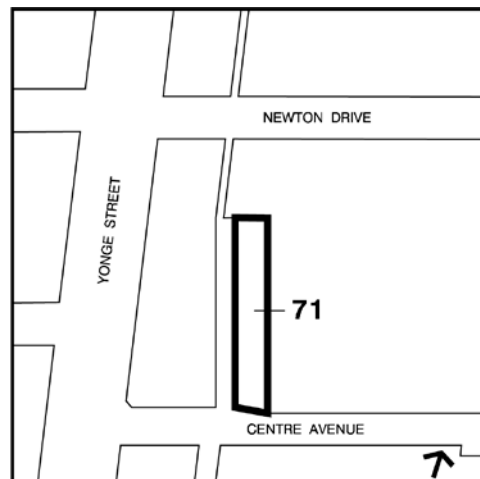
70. 9 Madawaska Avenue

Medical offices are permitted.



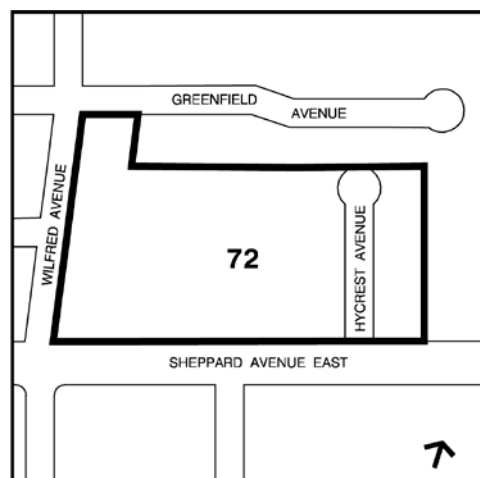
71. 10 Centre Avenue

Business and professional offices are permitted.



72. Northeast of Sheppard Avenue East and Wilfred Avenue

- a) The following density provisions apply:
- i) an overall maximum density of 1.88 times the lot area;
 - ii) 233 residential units per hectare, including 200 senior citizen units and 166 non-profit co-operative units; and
 - iii) a maximum of 929 square metres of commercial uses.

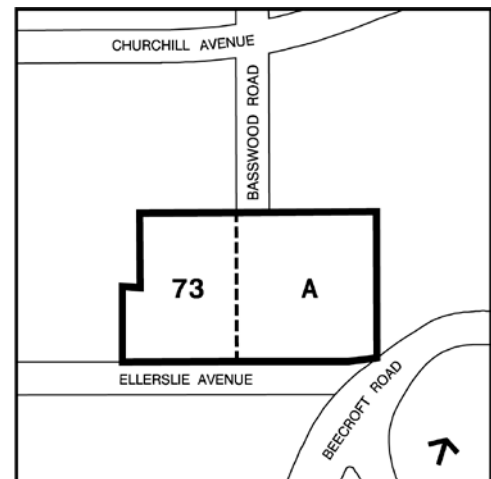


- b) When calculating overall density, the site area will include the lands associated with the proposed extension of Maplehurst Avenue and any other roadway within this site which is subsequently closed, provided that at no time will the overall development exceed 58,500 square metres and 700 units.
- c) Development of this site will fulfill the following general principles:
 - i) the traffic impact of any proposal on the surrounding residential area will be no greater than the impact of the existing use or zoning;
 - ii) redevelopment of the site should exclude properties fronting on the south side of Greenfield Avenue in order to preserve the existing stable residential area;
 - iii) buffering for the Greenfield Avenue frontage residential area should be provided on site. In addition to buffering, a lower density residential use on the back portion of this land assembly would clearly define the limits of redevelopment and stabilize the abutting residential area. A distance separation can be provided by the extension of Maplehurst Avenue or by reducing building height, increasing building setbacks and landscaping on the Sheppard Avenue properties;
 - iv) development of individual parcels within the block should incorporate a landscaping and outdoor amenity space component; and
 - v) the extension of Maplehurst Road through the site to Hycrest Avenue is required in order to provide internal circulation and clearly define the permissible depth of intensive development. The extension of this road will be by Plan of Subdivision.

73. 102 Ellerslie Avenue

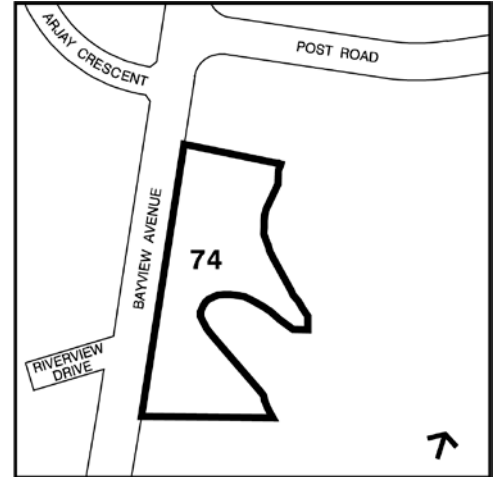
- a) Townhouses at a maximum density of 1.45 times the lot area are permitted.
- b) The maximum height of any permitted residential or accessory building will be the lesser of 11 metres or three storeys.
- c) The townhouses will be developed in conjunction with part or all of the lands to the east, shown as Parcel 'A' on the map.

Vehicular access will be taken on an interim basis from the North York Centre South Service Road. Upon its completion, the North York Centre North Service Road will provide permanent access to the lands using 78 Ellerslie Avenue. In no case will access be taken from that portion of Ellerslie Avenue leading to Tamworth Road.



74. Portion of 2395 Bayview Avenue

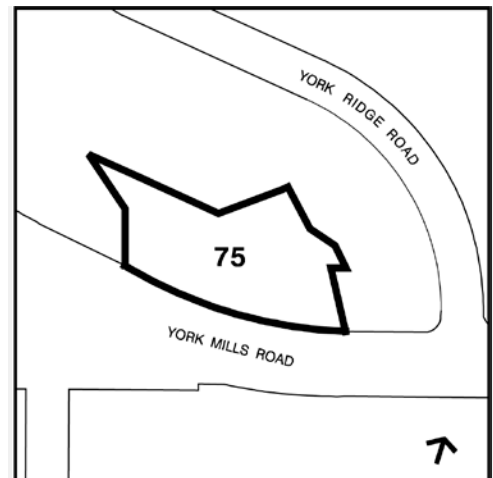
An educational and rehabilitation centre, including living quarters, administration offices and recreational uses is permitted.



75. 44-50 York Mills Road

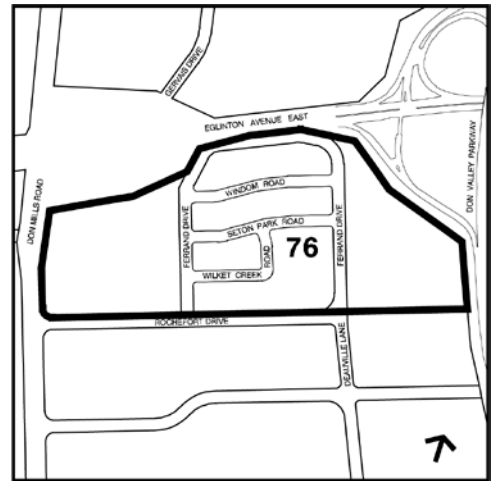
Residential uses at a maximum density of 30 units per hectare are permitted overall, and within defined building envelopes up to 44 units per hectare are permitted. The following objectives will be achieved:

- a) on 44 to 48 York Mills Road, the maximum building height will be 147 metres above sea level;
- b) at 50 York Mills Road, the maximum building height will be 148 metres above sea level;
- c) any portion of these sites to be retained as open space will be zoned to prohibit any above or below grade structures;
- d) buildings will be located toward the York Mills Road frontage, with a rear yard to approximate the existing rear yard of adjoining properties having similar depth;
- e) services, loading and parking will be provided generally within the buildings; and
- f) consolidation of the site into one development parcel is encouraged.



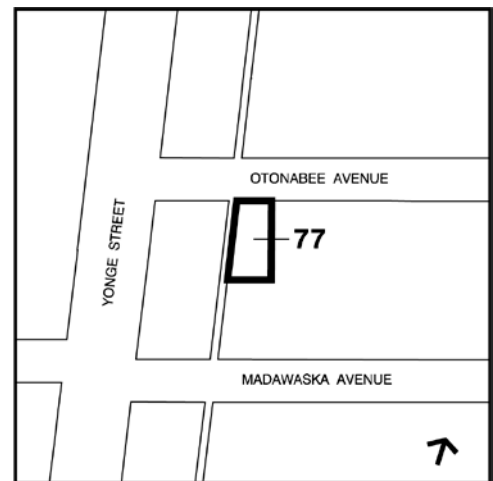
76. Southeast of Eglinton Avenue East and Don Mills Road

A maximum overall density of 1.8 times the lot area is permitted, with higher densities and massing to be generally concentrated adjacent to Eglinton Avenue East and the Don Valley Parkway.



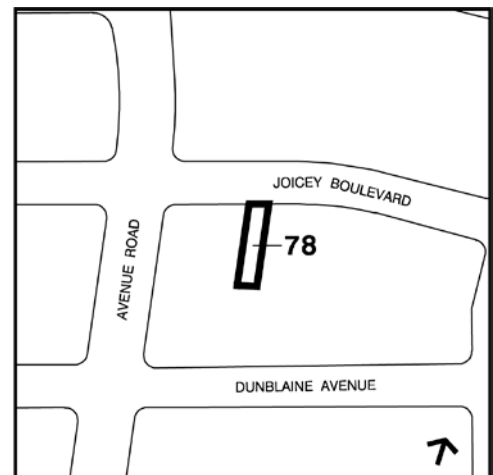
77. Southeast of Otonabee Avenue and Yonge Street

Parking in conjunction with the funeral home at 6191 Yonge Street is permitted.



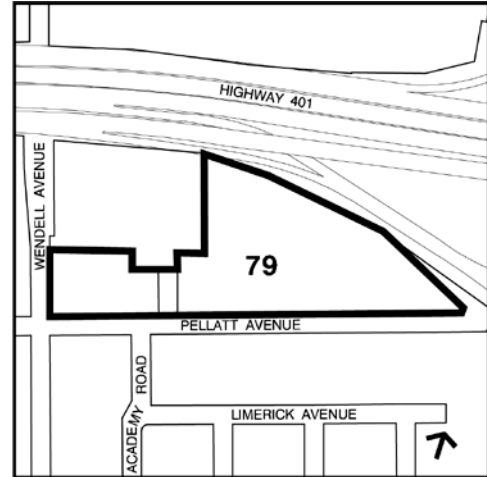
78. Southeast of Joicey Boulevard and Avenue Road

Parking in conjunction with the commercial property at 2055-2059 Avenue Road is permitted.



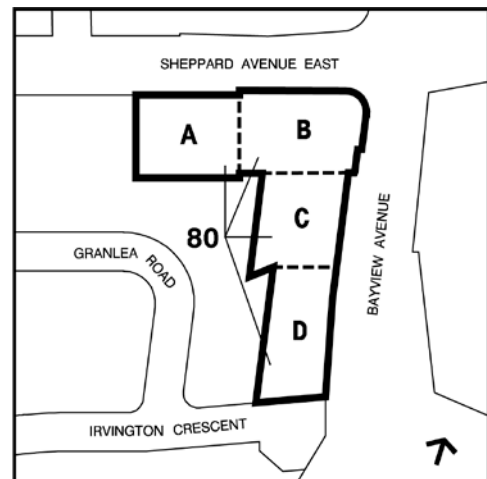
79. Pellatt Avenue

Residential uses and live/work uses are permitted in buildings having a similar height, scale and built form to those existing on the south side of Pellatt Avenue.



80. Southwest of Sheppard Avenue East and Bayview Avenue

- a) A maximum density of 1.0 times the lot area and height of three to four storeys is permitted on each of (I) 339-345 Sheppard Avenue East (Parcel 'A') and (II) 2818 Bayview Avenue (Parcel 'C').
- b) Notwithstanding (a) above, a maximum density of 1.5 times the lot area and height of four storeys will be permitted on either of these parcels of land ('A' and 'C') provided the lands are consolidated with the lands at the immediate corner of Bayview Avenue and Sheppard Avenue East, and coordinated vehicular access is provided.
- c) A maximum density of 2.0 times the lot area and height of six storeys is permitted on 461 Sheppard Avenue East (Parcel 'B').
- d) A maximum density of 1.0 times the lot area and height of three storeys is permitted on 2810-2816 Bayview Avenue (Parcel 'D').



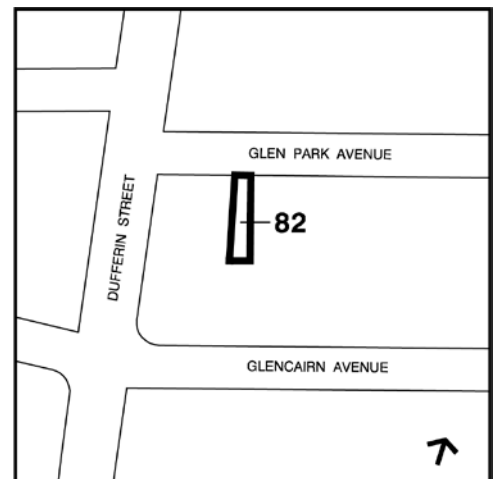
81. Northeast of Mill Street and Yonge Street

- a) The heritage nature of the Jolly Miller property is to be preserved and enhanced and in the long term is to be integrated in a compatible manner into the surrounding open space system.
- b) The heritage aspects of the Jolly Miller building should be maintained and future expansions should be limited in size and located only on the north and east sides of the building.
- c) Temporary surface parking is permitted on the *Parks and Open Space Areas*.



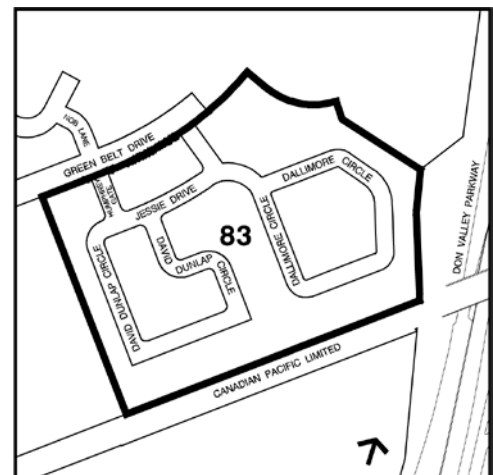
82. Southeast of Glen Park Avenue and Dufferin Street

Parking is permitted in conjunction with 2883 - 2885 Dufferin Street.



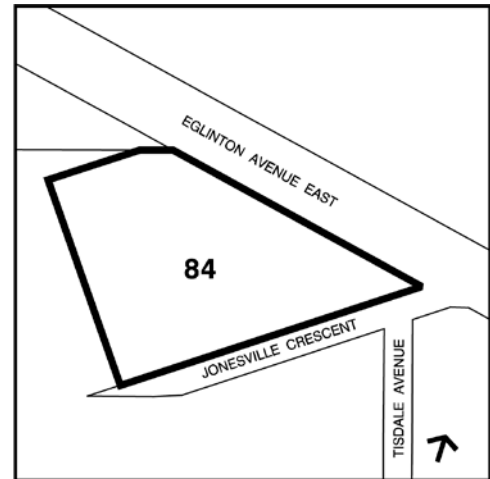
83. 39 and 45 Green Belt Drive

The Zoning By-law may be subject to Holding (H) provisions. The Holding (H) provision may be removed in whole or in part by an amendment to the Zoning By-law when the City is satisfied, in conjunction with CPR that the lands containing the "H" in whole or in part are no longer necessary for setback reasons.



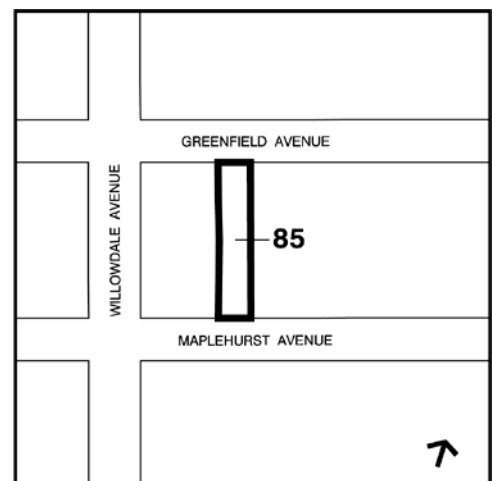
84. Southwest of Eglinton Avenue East and Jonesville Crescent

A motor vehicle dealership and restaurant are permitted.



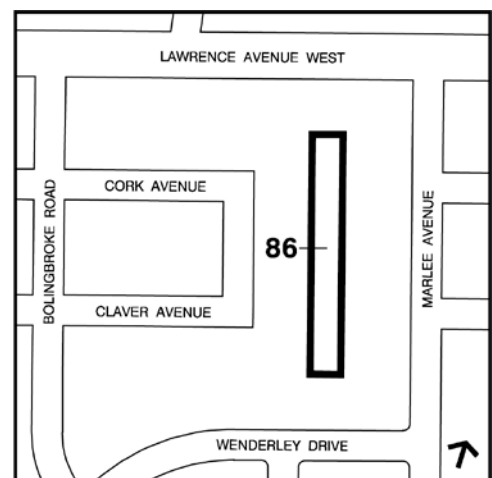
85. 260 Maplehurst Avenue and 261 Greenfield Avenue

Parking in conjunction with the commercial property at 127-129 Willowdale Avenue is permitted.



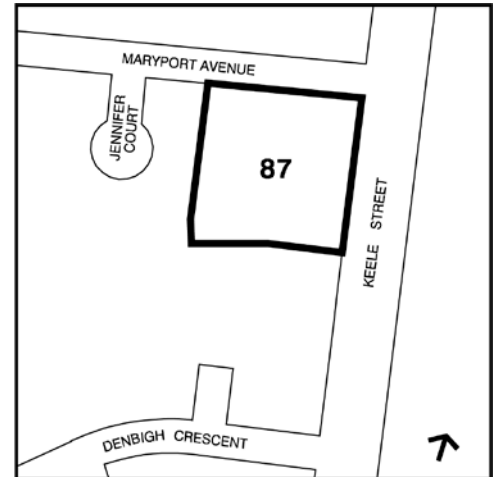
86. Southwest of Lawrence Avenue West and Marlee Avenue

Parking is permitted in conjunction with 788 Marlee Avenue.



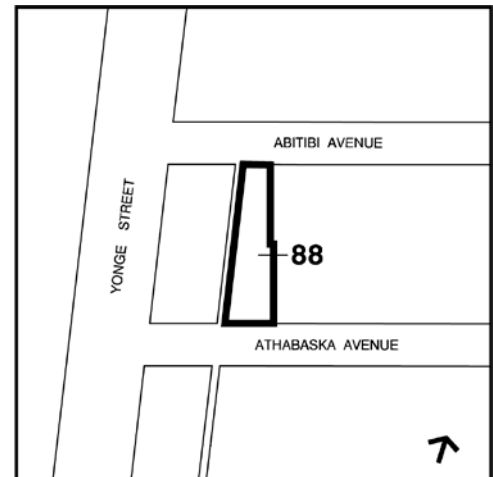
87. Portion of 3100 Keele Street

A banquet hall is permitted.



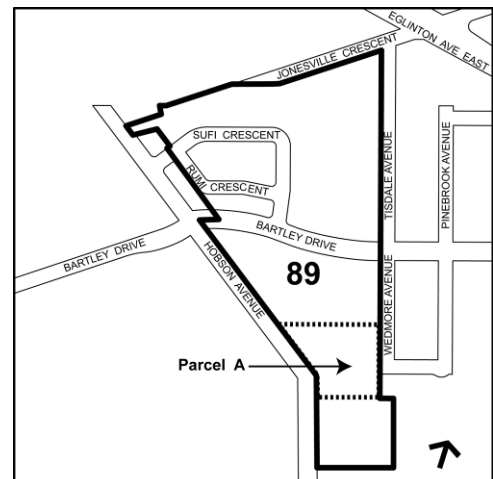
88. East of Yonge Street, Between Athabaska and Abitibi Avenues

Parking in conjunction with 6301 to 6353 Yonge Street (odd numbers) is permitted.



89. Northeast of Sunrise Avenue and Hobson Avenue

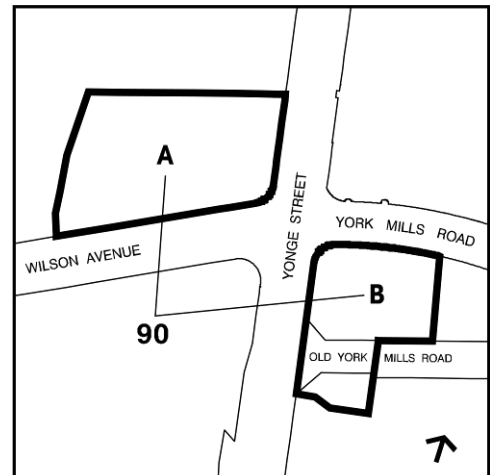
- a) Development will maintain a low scale character where the predominant building height is four storeys or less.
- b) A mix of compatible and complementary uses in the *Employment Areas* designation are also permitted.
- c) On the lands adjacent to Hobson Avenue:
 - i) residential uses are limited to the upper floors of buildings;
 - ii) retail and service commercial uses are limited to the ground floor of buildings; and



- iii) notwithstanding subsections i) and ii) above, residential uses are permitted on all floors of buildings on Parcel A.
- d) Live/work uses are permitted provided:
 - i) residential remains the predominant use within the unit;
 - ii) the live/work uses are limited to office, studio and personal service shop uses;
 - iii) the live/work uses, including any accessory live/work uses, are located only on the ground floor of the unit;
 - iv) the ground floor of the unit fronts onto and has direct access to the street; and
 - v) the lands are not located adjacent to Hobson Avenue.

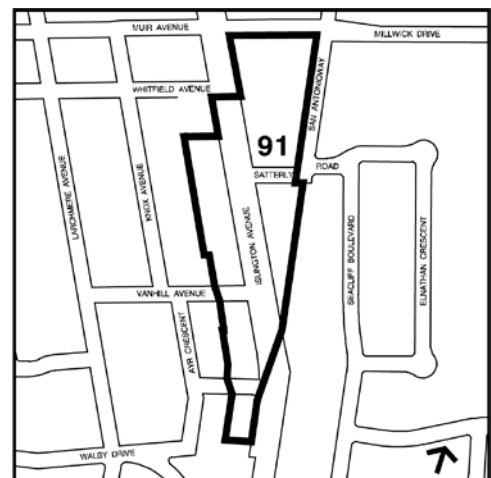
90. Northwest of Wilson Avenue and Yonge Street, and Southeast of York Mills Road and Yonge Street

For the lands located at the north-west corner of Wilson Avenue and Yonge Street, shown as Parcel 'A', a maximum density of 2.0 times the lot area is permitted. For Parcel 'A' and 'B' a maximum building height, inclusive of superstructures, pipes and chimneys, of 163 metres above sea level is permitted, provided the building height does not obstruct sight lines across the valley, from top-of-bank to top-of-bank.



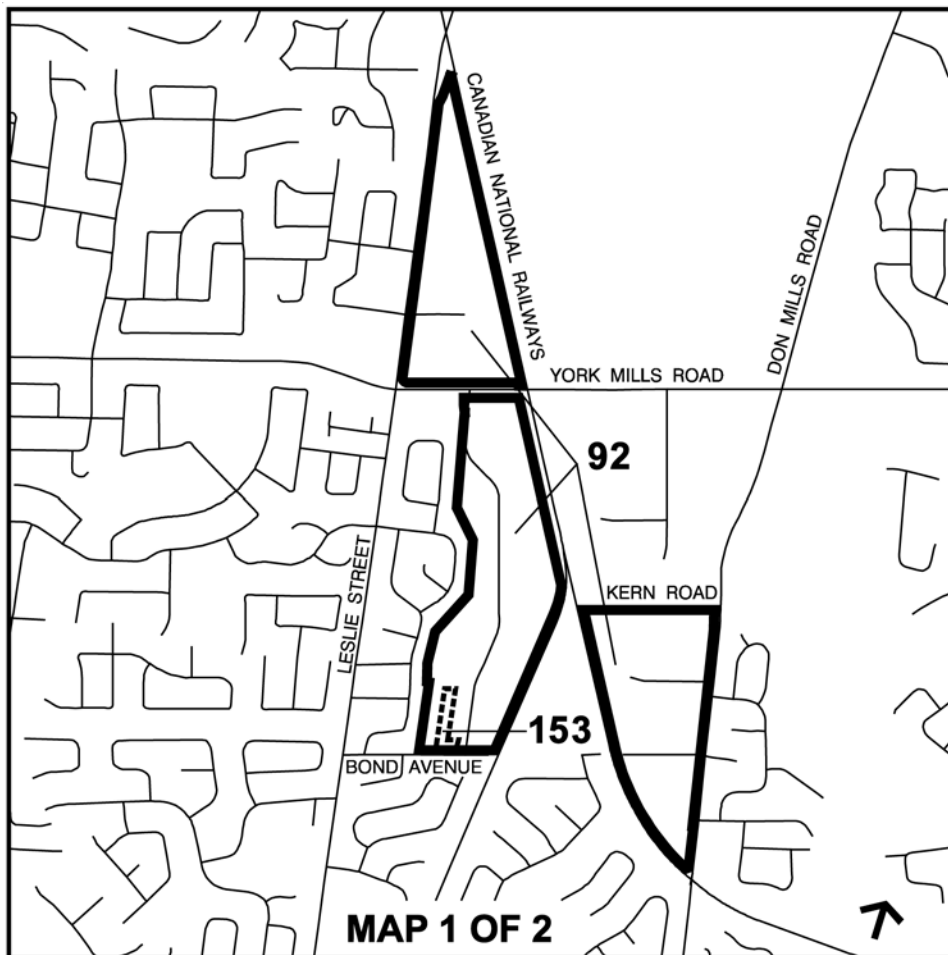
91. Islington Avenue, South of Steeles Avenue West

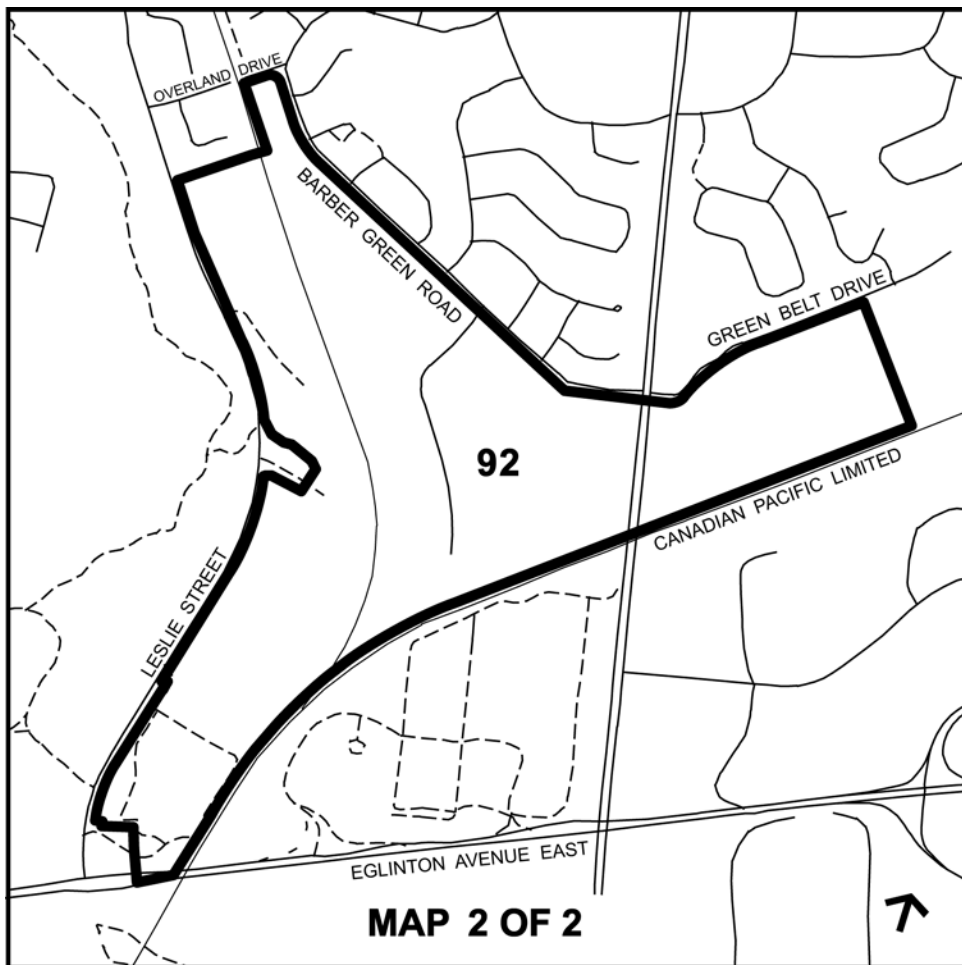
Automotive uses are not permitted.



92. Northeast of Eglinton Avenue East and Leslie Street

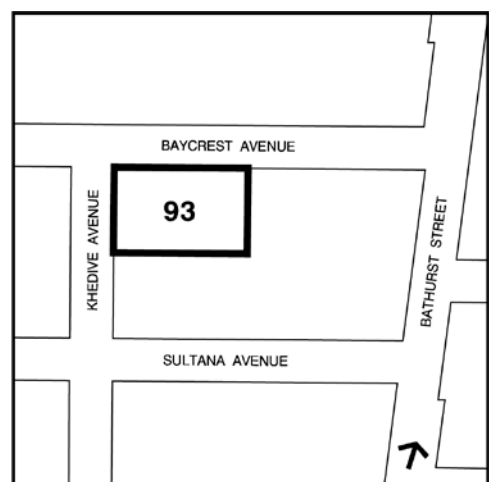
Prior to the lifting of Holding (H) provisions related to office development, a transportation impact study is required to ensure that sufficient transportation capacity is available to accommodate commercial development in the following areas of the Central Don Mills Secondary Plan: all *Mixed Use Areas*, *Neighbourhood 'A'*, *Apartment Neighbourhood 'A'* and *Apartment Neighbourhood 'B'*. The study will assume development of the above lands to a density of 1.0 times the lot area prior to allocating surplus traffic handling capacity to office development proposed on a specific site(s).





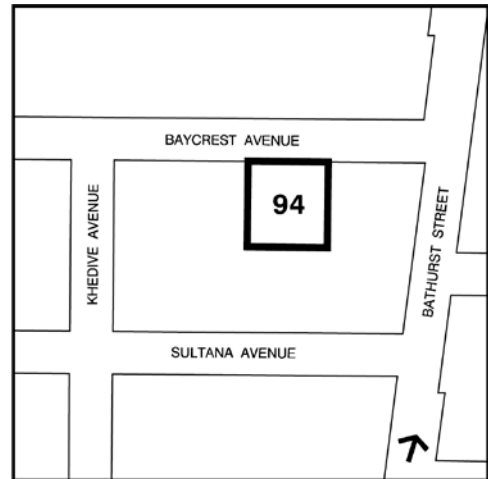
93. 17 to 23 Baycrest Avenue

- a) Commercial uses are restricted to professional offices and professional medical offices, and may be located on the ground floor and basement levels.
- b) Main building entrances will front onto Baycrest Avenue.
- c) A maximum building height of three storeys.
- d) The height of any building or portion thereof will not exceed the horizontal distance separating the building or portion thereof from lands designated *Neighbourhoods*.
- e) Vehicular access will only be from Baycrest Avenue.



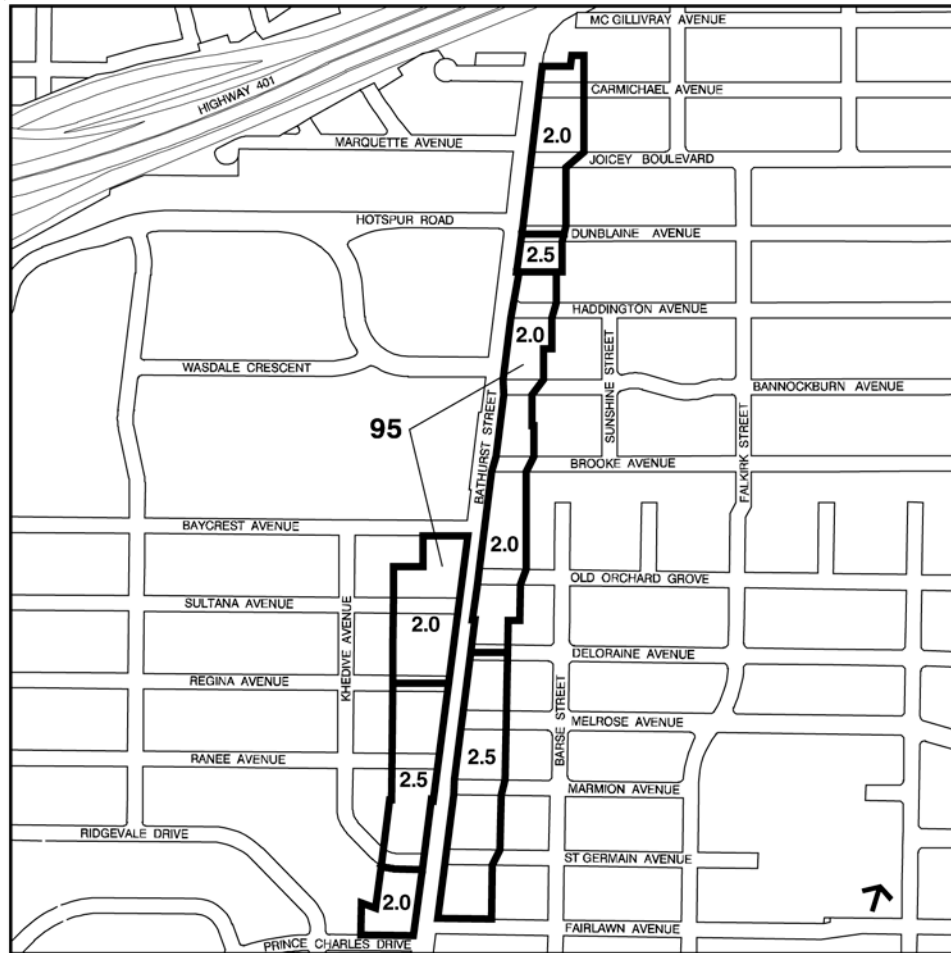
94. 9 to 15 Baycrest Avenue

- a) Maximum density is 2.0 times the lot area.
- b) When calculating density, the areas dedicated for road widenings may be included in the lot area.
- c) Should the lands be developed in combination with properties fronting Bathurst Street, the following will also apply:
 - i) maximum building height of six storeys;
 - ii) height of any building or portion thereof will not exceed the horizontal distance separating the building or portion thereof from lands designated *Neighbourhoods*; and
 - iii) main entrances of buildings will front onto Bathurst Street.
- d) If the lands are not redeveloped in combination with properties fronting Bathurst Street, the following will also apply:
 - i) maximum building height of three storeys, and
 - ii) height of any building or portion thereof will not exceed the horizontal distance separating the building or portion thereof from lands designated *Neighbourhoods*.



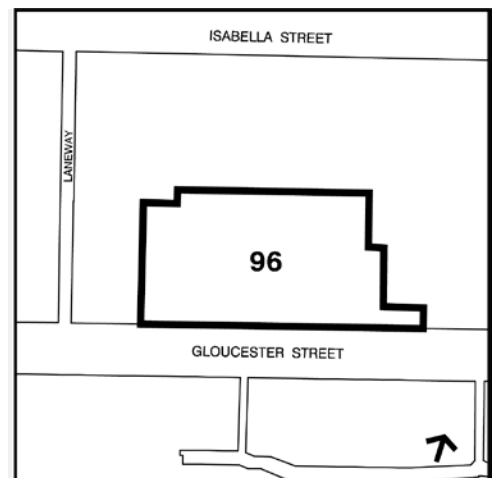
95. Bathurst Street, South of Highway 401

- a) Maximum densities are 2.0 and 2.5 times the lot area as shown on the map.
- b) When calculating density, the areas dedicated for road widenings may be included in the lot area.
- c) Maximum building height of six storeys.
- d) The height of any building or portion thereof will not exceed the horizontal distance separating the building or portion thereof from lands designated *Neighbourhoods*.
- e) Main building entrances will front onto Bathurst Street.



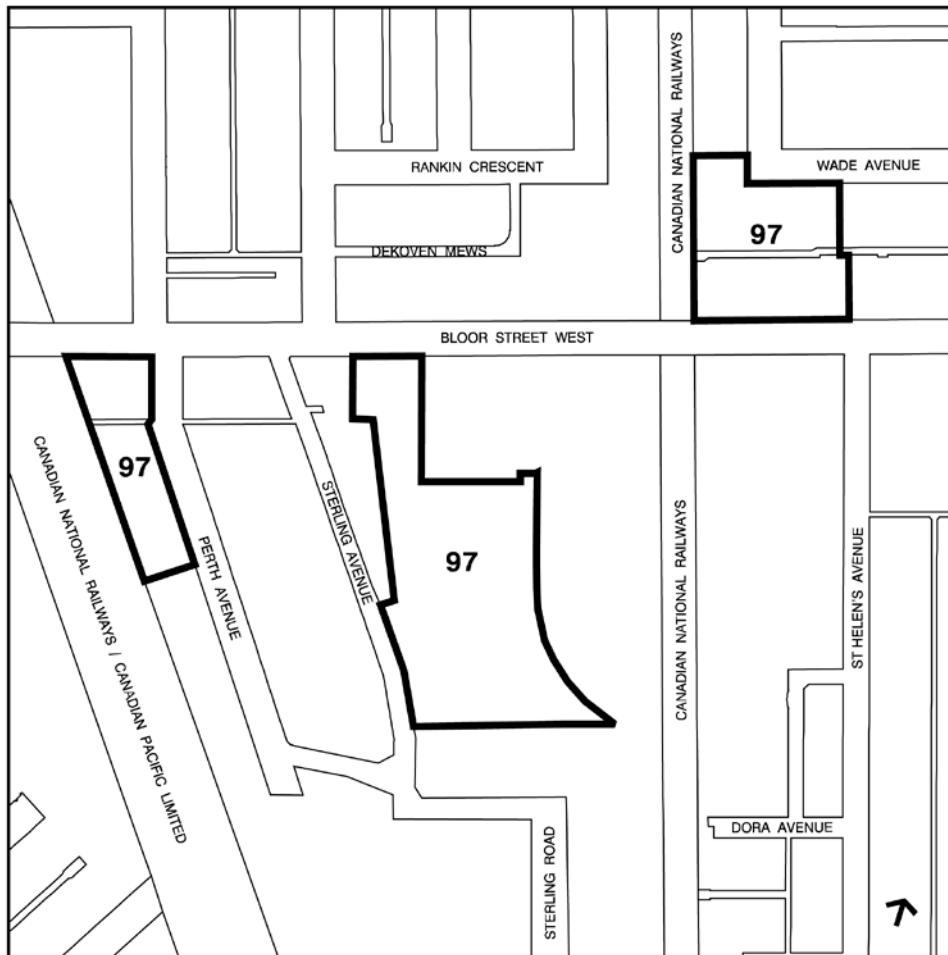
96. 30 Gloucester Street

The conversion of the building containing 253 residential units existing on February 13, 2002 to a condominium is permitted, provided that the plan of condominium is registered prior to February 16, 2004.



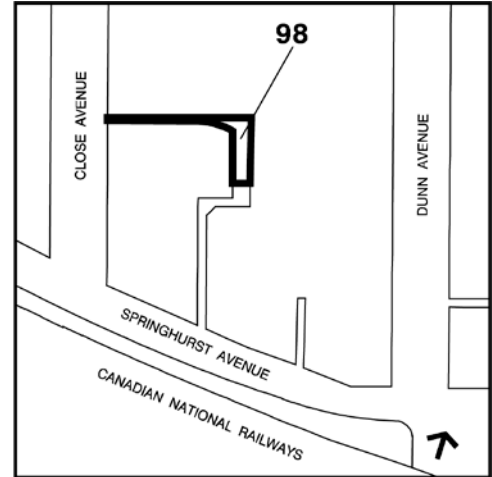
97. 1360, 1364, 1405, 1411 and 1439 Bloor Street West, 55 Wade Avenue, 72 Perth Avenue, 221, 229 and 231 Sterling Avenue

The properties may be used for any purpose existing on November 26, 2002. Any redevelopment of the lands at 55 Wade Avenue will protect for a pedestrian connection between Wade Avenue and a future GO Rail station on the CN Newmarket Rail corridor to the west.



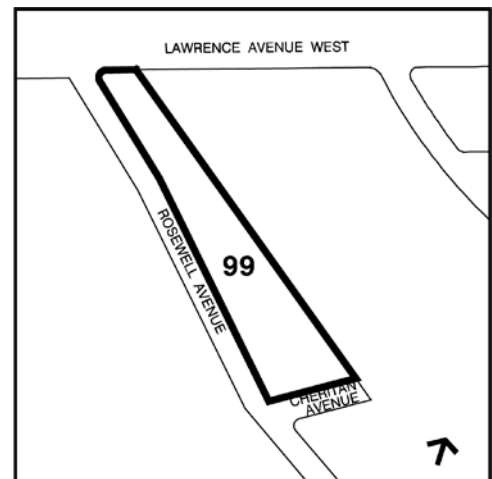
98. Part of 9, 11, 13, 15 and 17 Close Avenue

The lands may be used to permit parking, loading and access to serve the uses located at 130, 160 and 162 Dunn Avenue.



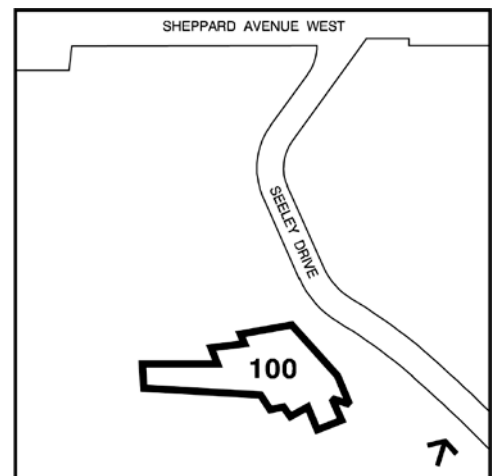
99. 451 Rosewell Avenue

The demolition of the existing apartment buildings and construction of new apartment buildings with a common underground parking garage is permitted.



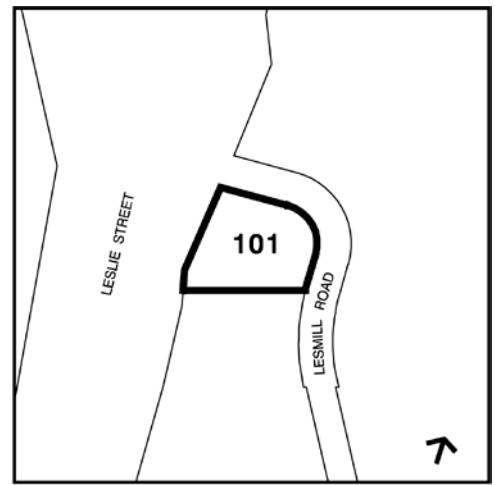
100. Sheppard Avenue West and Seeley Drive (Jimmy Walker House in Downsview Dells Park)

An alcohol treatment centre is permitted within the existing Jimmy Walker House.



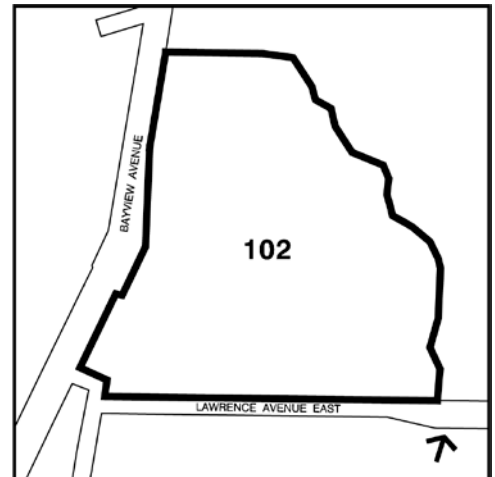
101. Southeast of Lesmill Road and Leslie Street

An emergency youth shelter is permitted.



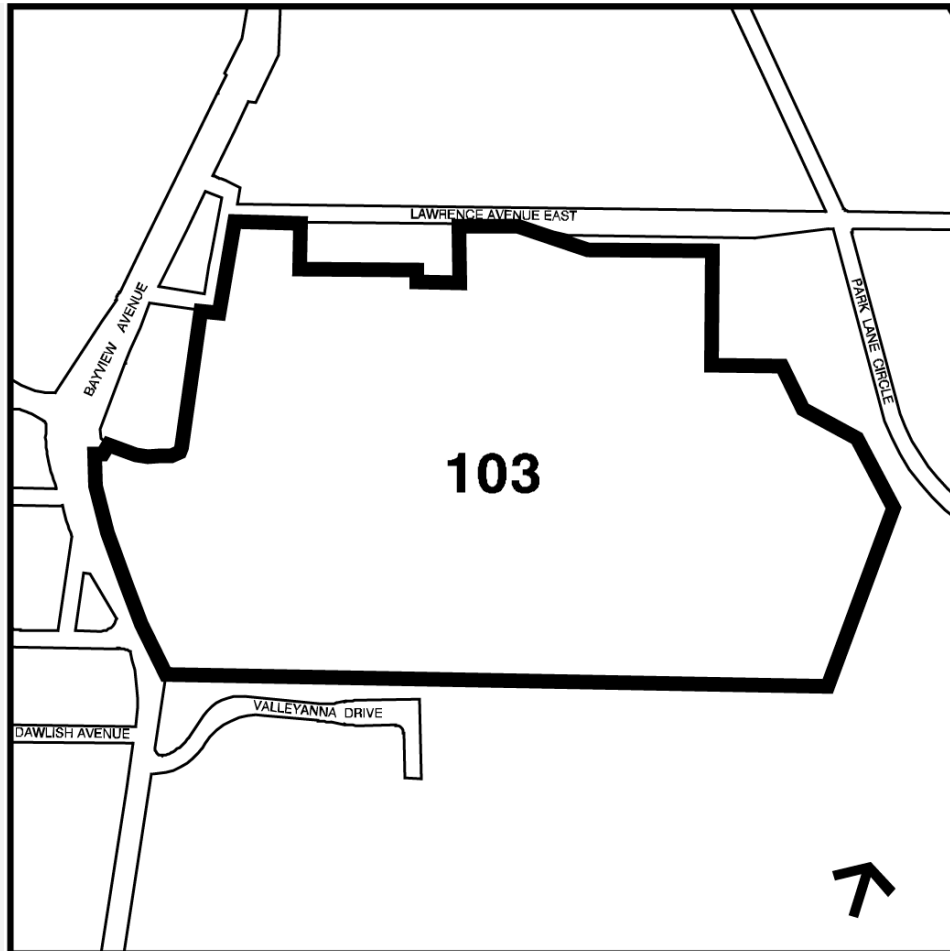
102. Northeast of Lawrence Avenue East and Bayview Avenue

Educational uses are permitted, including student residences, recreational facilities and conference facilities.



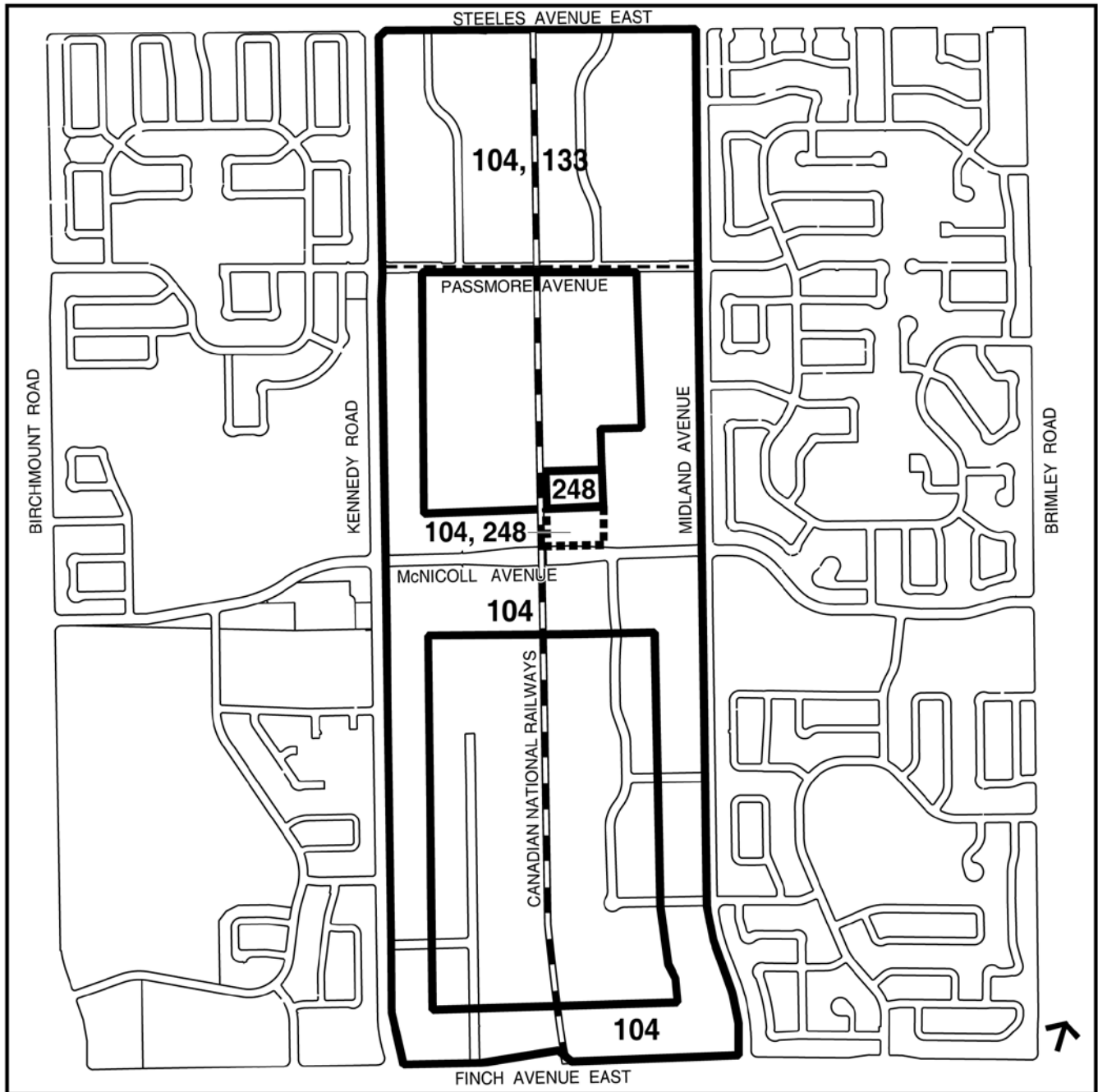
103. Southeast of Lawrence Avenue East and Bayview Avenue

Educational and research uses are permitted including accessory uses as follows: related residential, retail and service commercial, conference and recreation.



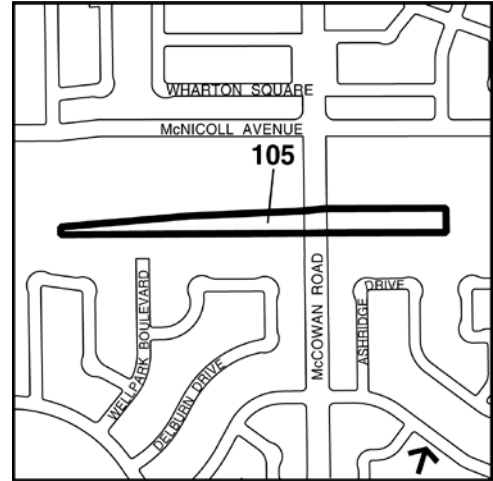
104. Lands Bounded by Steeles Avenue, Kennedy Road, Passmore Avenue and Midland Avenue, and Along Midland Avenue, Finch Avenue, Kennedy Road and McNicoll Avenue Frontages, South of Passmore Avenue

Business and trade schools, libraries, fraternal organizations, long term care facilities, recreational uses and places of worship are permitted.



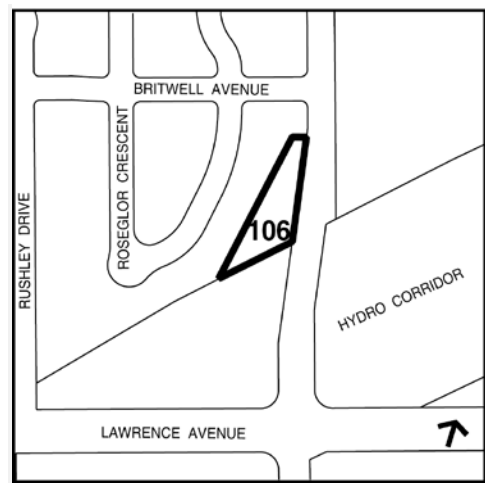
105. East and West Sides of McCowan Road, South of McNicoll Avenue

Places of worship and related uses, fraternal organizations excluding banquet halls, sports facilities, health and fitness centres, garden centres, veterinary clinics (without outside kennels), demonstration facilities for household composting and waste management information centres are permitted.



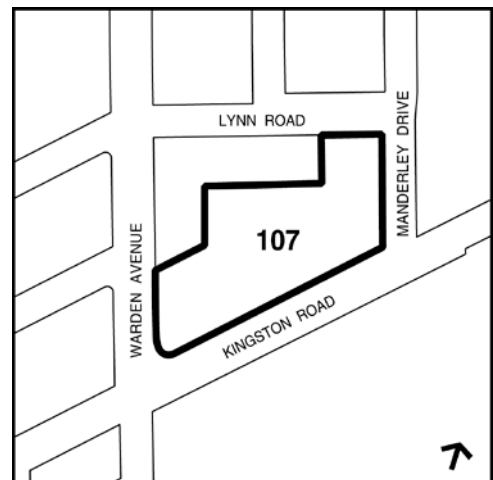
106. West Side of Brimley Road, South of Britwell Avenue

Residential uses at a maximum density of 45 units per hectare and a maximum building height of 2 storeys are permitted.



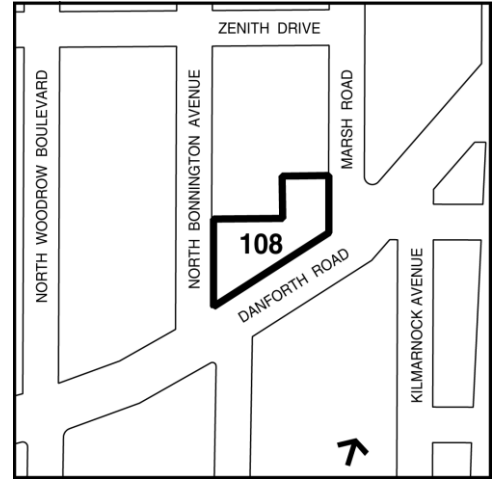
107. Northeast Corner of Kingston Road and Warden Avenue

The Holding (H) provision may be removed in whole or in part by an amendment to the Zoning By-law when Council is satisfied as to the provision of the transportation improvements and servicing facilities required to accommodate any proposed redevelopment and as to an appropriate level of land consolidation to ensure that the redevelopment respects and reinforces the existing development in the vicinity.



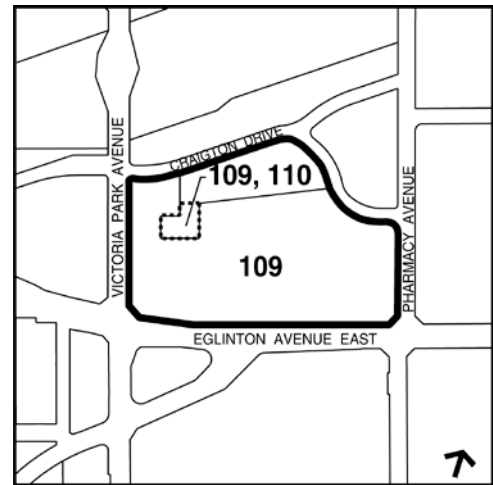
108. North Side of Danforth Road, Between North Bonnington Avenue and Marsh Road

Office and commercial uses at a maximum density of 0.7 times the lot area are permitted.



109. Lands Bounded by Eglinton Avenue, Victoria Park Avenue, Pharmacy Avenue and Craigton Drive

a) The redevelopment of these lands will result in superior streetscapes with multi-purpose, attractive, pedestrian friendly and dynamic spaces. The use of public art and the designing of public spaces which recognize the high profile and significant history of this area will be encouraged, consistent with the Built Environment Policies of the Plan. New buildings may be designed and located to reflect alternative building setback relationships from the street, provided that best efforts are employed to achieve the intent of the Built Environment Policies through other appropriate measures.

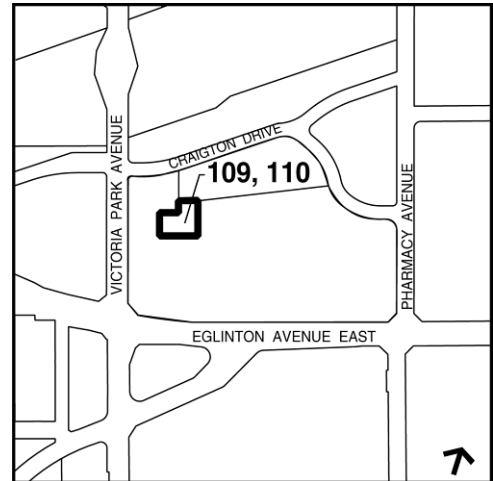


- b) Intensification of the lands with a mix of commercial and residential uses will be consistent with the vision for the revitalization of the abutting Golden Mile area.
- c) The lands are highly visible and have the potential to contribute to a significant and prominent public space at this major intersection. The development of the subject lands will proceed on the basis of detailed urban design considerations implemented through the site plan approval process.
- d) Non-residential uses will not exceed a density of 0.6 times the site area. In order to achieve a variety of building locations, heights, forms and massing, and to recognize adjacent uses, densities may be consolidated or transferred within the designated lands, provided that the owner(s) of the lands the density is transferred from consents to any such transfer.
- e) Amendments to the Zoning By-law to permit development may require the provision of additional public roads or other transportation system improvements to support the proposed development, and may be subject to Holding (H) provisions, as provided in the Plan. The applicants for individual amendments to the

Zoning By-law, including the removal of any Holding (H) provision, may be required to provide financial compensation to equitably allocate the capital costs of any such improvements.

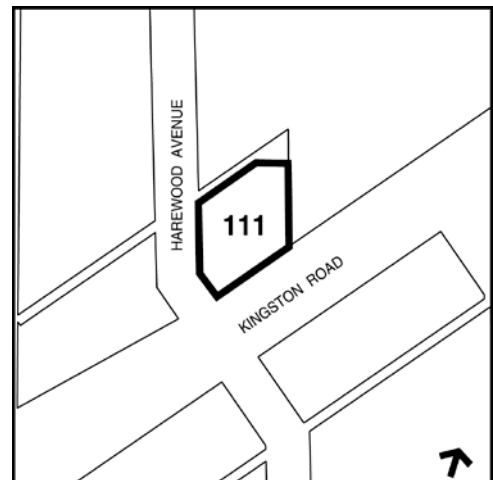
110. 1525 Victoria Park Avenue

Non-residential uses at a maximum density of 1.0 times the lot area are permitted.



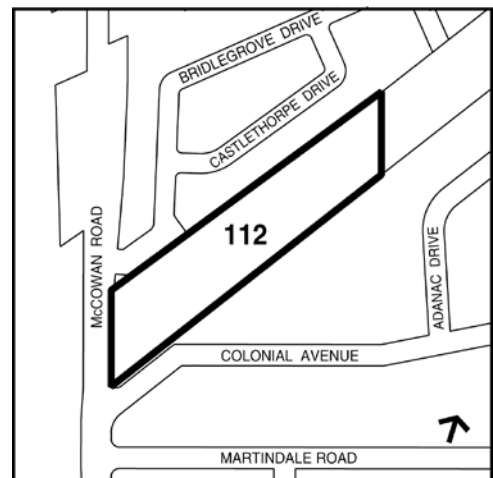
111. Northeast Corner of Kingston Road and Harewood Avenue

Residential uses at a maximum density of 47 units per hectare and a maximum overall density of 0.4 times the lot area are permitted.



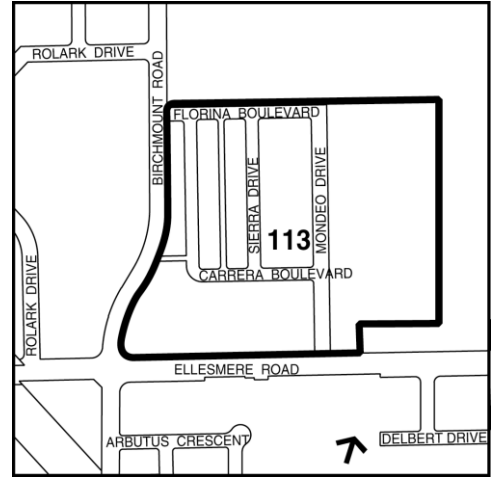
112. East Side of McCowan Road, North of Oakridge Drive

The design and layout of parkland and/or trails will ensure adequate access and parking for the existing cemetery to the south.



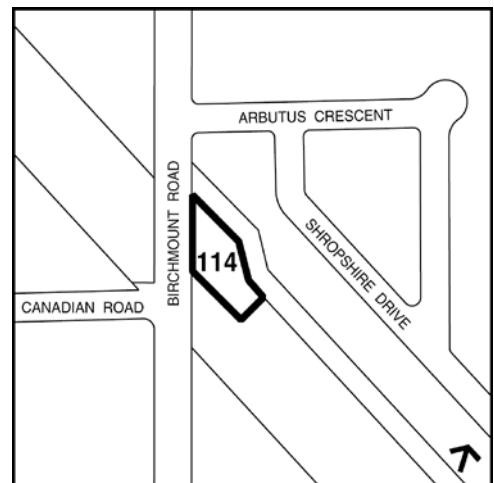
113. West Side of Birchmount Road, North of Ellesmere Avenue

- a) Residential uses are permitted at a maximum density of 160 units per hectare, to a maximum of 1,950 units.
- b) Employment uses are permitted, but are only to be provided for on the westerly most 3 hectares having direct access to Birchmount Road or Ellesmere Road, and are to be restricted to a cumulative maximum floor area of 50,000 square metres.



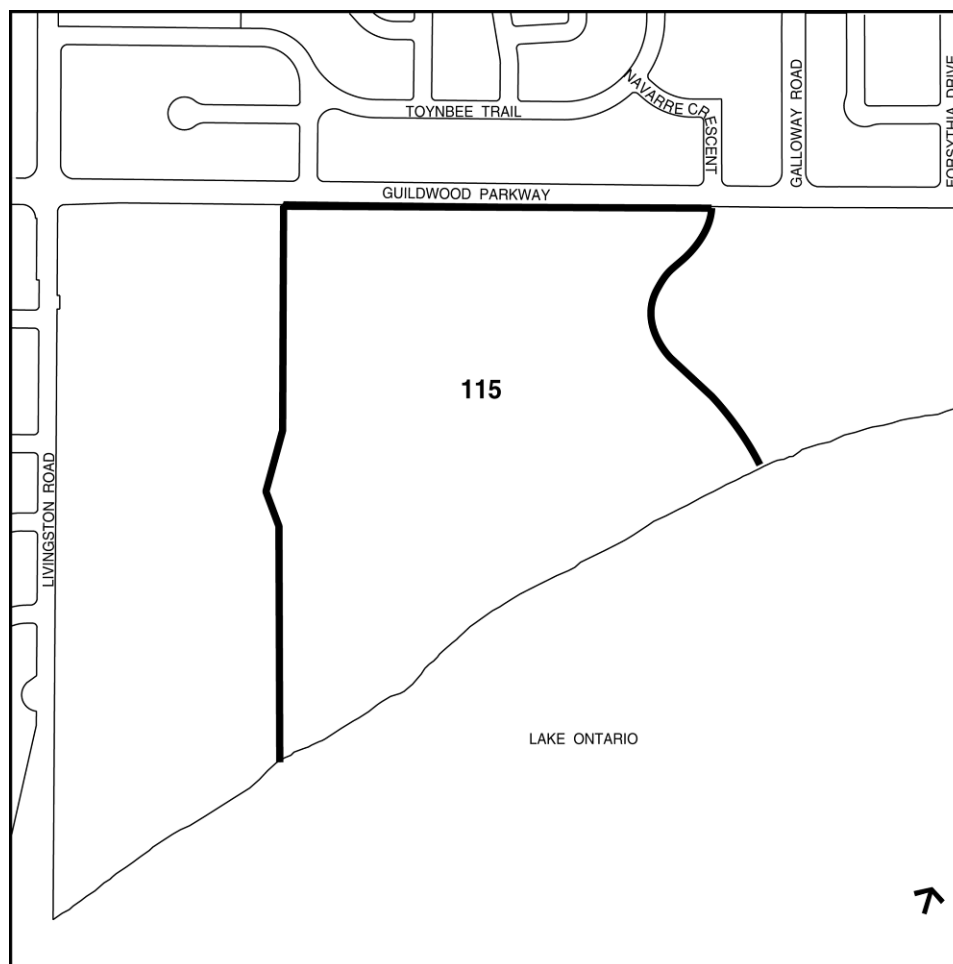
114. East Side of Birchmount Road, South of Ellesmere Road

A veterinary clinic and dog kennel are permitted.



115. South Side of Guildwood Parkway, East of Livingston Road

- a) Permitted uses reflect the combination of private/public sector functions, which have existed on the Guild Inn property. Such uses include hotel suites (not including permanent residential accommodation), restaurant and banquet facilities, seminar and conference facilities, recreational facilities, and art and cultural facilities, as well as art studios and associated living accommodation.

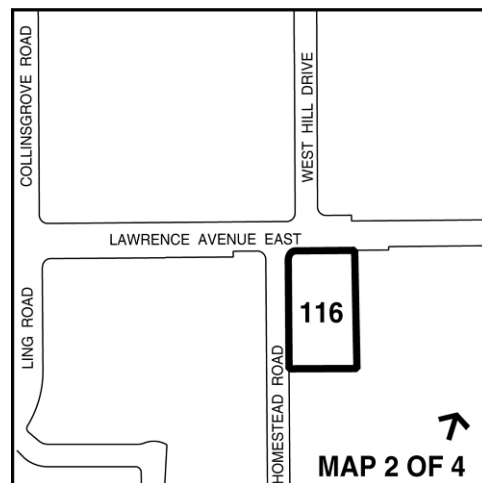
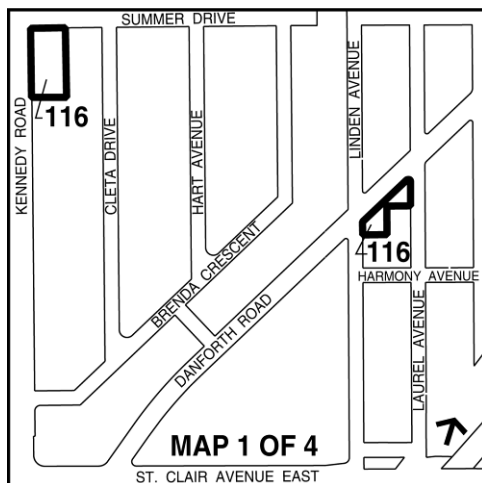


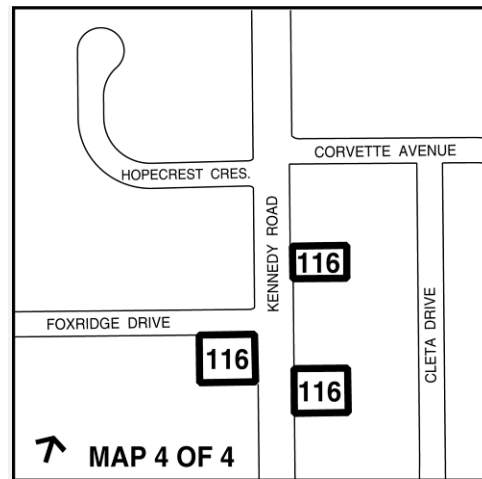
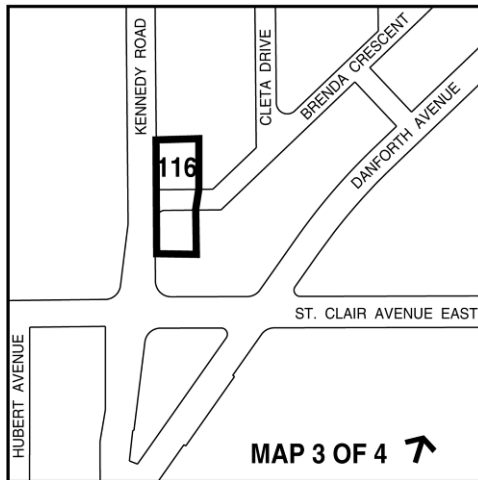
- b) Further development on the property will provide a comfortable fit with the natural setting, and be sensitive to the retention of site amenities, including existing tree cover and views to the extent possible. The scale of development will not generate excessive parking needs, such that parking facilities dominate natural site characteristics.
- c) The existing links to the trail system to the east and west of the Guild Inn will be maintained and improved as part of a continuous Waterfront Trail. Appropriate seating areas and viewpoints overlooking the Bluffs and Lake are encouraged.
- d) Public accessibility through private and publicly-operated buildings, to the grounds of the site, and to the edge of the Bluffs and the Waterfront Trail will be integral to building design and be assured in all future development proposals.

- e) Special attention will be given to restoring and preserving historical features on this site including the main Inn building of the hotel, the collection of architectural artifacts and ornaments, as well as the Osterhaut Cabin.
- f) Further development, uses and activities on the site will not adversely impact the surrounding residential community. In this regard, the existing wooded areas between the Guildwood Parkway and the Guildwood Parkway side of the existing major surface parking lot will not be disturbed.
- g) Special attention will be devoted to ensuring a high quality, innovative design for future development on this site. The design will be in harmony with the historic character of the Guild Inn, its waterfront location and the rustic natural setting. This degree of attention will also extend to the grounds of the site including retention/enhancement of the outdoor gardens, existing vegetation, display of the architectural artifacts, signage and lighting.

116. Southwest Corner of Kennedy Road and Foxridge Drive; East Side of Kennedy Road, South of Corvette Avenue; East Side of Kennedy Road, South of Foxridge Drive; Southeast Corner of Kennedy Road and Summer Drive; Northeast and Southeast Corners of Kennedy Road and Brenda Crescent, and South Side of Danforth Road, Between Linden and Laurel Avenues, and Southeast Corner of Lawrence Avenue and Homestead Road

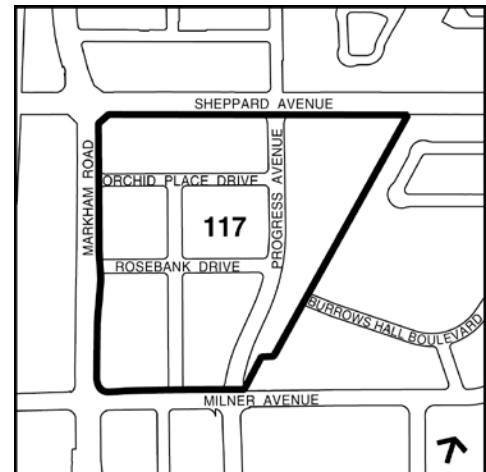
Residential uses at a maximum density of 50 units per hectare are permitted.





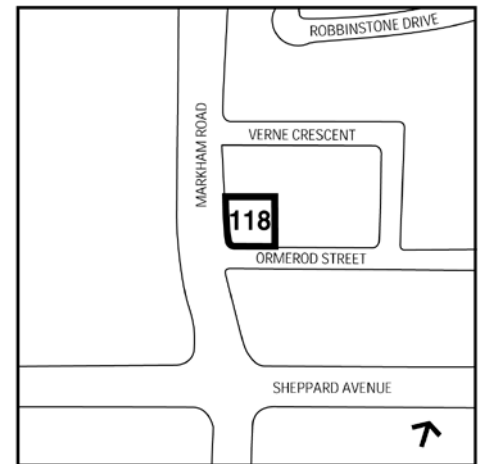
117. Lands South of Sheppard Avenue East, East of Markham Road

- a) A maximum net residential density of 150 units per hectare to a maximum of 1,600 units is permitted. The area to be considered for the density calculation includes all subject land excluding public roads and parkland. In order to achieve a variety of building heights and to respond to adjacent uses, this density may be consolidated or transferred within the designated lands, provided that the owner of the lands that the density is transferred from consents to such transfer and provided that the height restrictions set out below are maintained.
- b) Rapid transit stations and related transit facilities are permitted in this designation and will not be considered as part of the maximum permissible gross floor area.
- c) A variety of building heights are encouraged on each block with a maximum building height on any block of 18 storeys, excluding mechanical penthouses, except for buildings within 30 metres of Markham Road and for buildings at the northwest corner of Milner Avenue and Progress Avenue, which are not to exceed 12 storeys in height, excluding mechanical penthouses. Buildings at street level will create comfortable climate conditions in terms of sun and wind in order to encourage pedestrian use. Each residential block will include landscaped space.
- d) Recreational and cultural facilities with ancillary commercial uses not exceeding 1,858 square metres may be provided at the southeast corner of Sheppard Avenue East and Progress Avenue.
- e) Offices not exceeding 27,870 square metres and ancillary commercial uses within the *Mixed Use Areas* designation will only be developed upon the submission of a transportation impact study that will demonstrate that the proposed development will be integrated into the surrounding public system of roads, walkways and transit facilities.



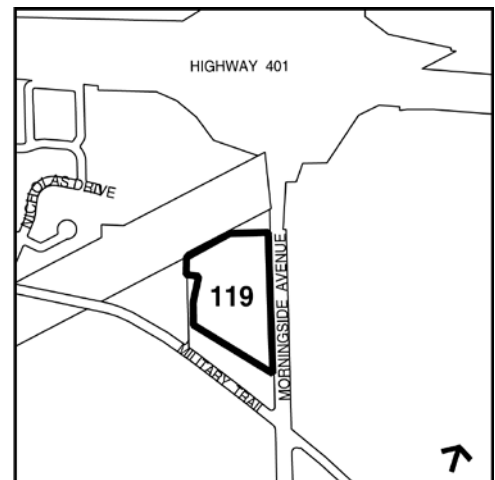
118. Northeast Corner of Markham Road and Ormerod Street

A maximum building height of five storeys is permitted.



119. West Side of Morningside Avenue, Between Military Trail and Hydro One

A maximum of 159 residential units is permitted.



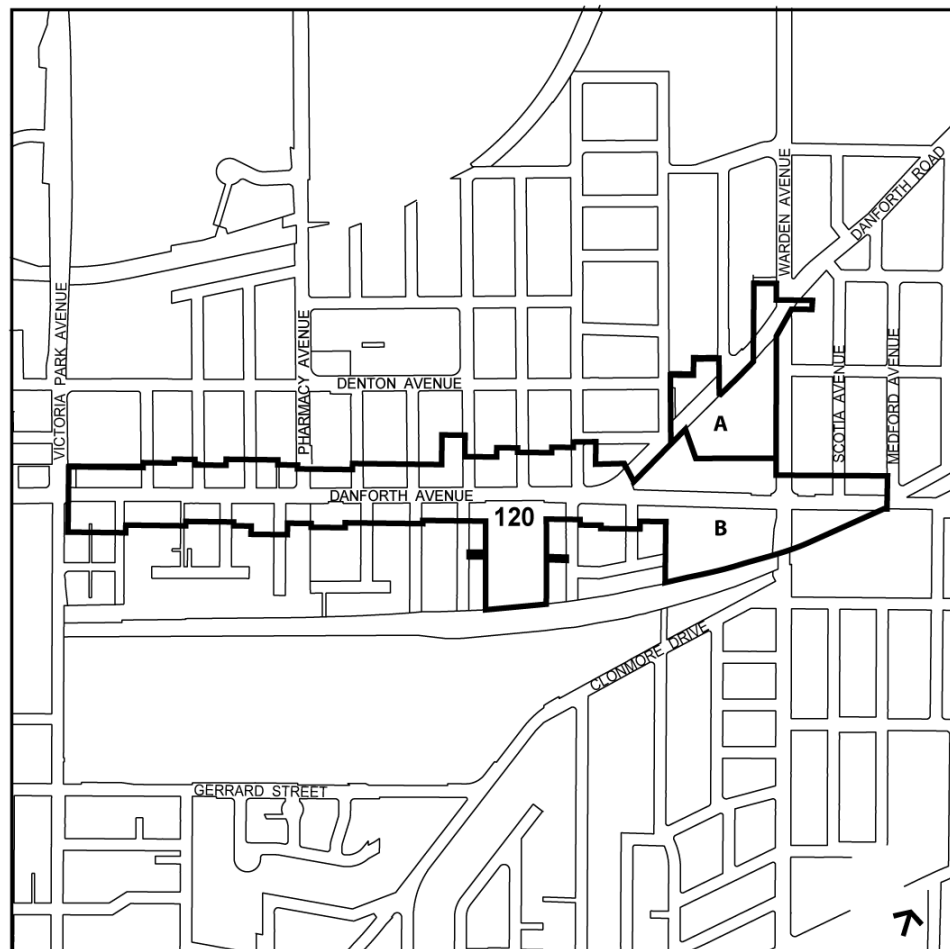
120. Danforth Avenue and Danforth Road

Area A

- (a) Service stations, used car sales lots and public garages are not permitted within the Mixed Use Areas designation except where they existed on February 24, 1986.

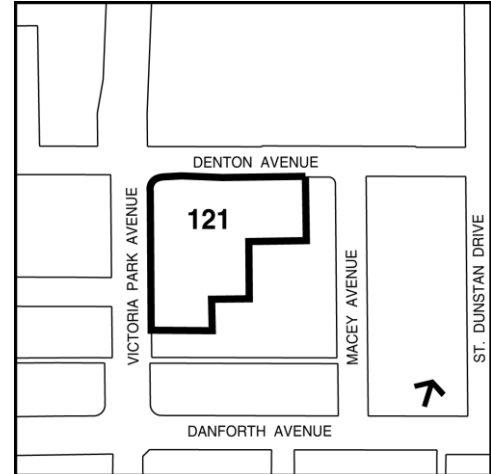
Area B

- (a) Service Stations, used car sales lots and public garages are not permitted within the Mixed Use Areas designation.
- (b) The re-alignment of Danforth Road – Danforth Avenue intersection to align with Balford Avenue to the south, conceptually shown on the Concept Plan in the Urban Design Guidelines, will be pursued.
- (c) Publicly owned and operated Municipal Parking lots, provided by Toronto Parking Authority, will be encouraged in the area.
- (d) Urban Design Guidelines will be adopted by Council to provide detailed guidance on the design and organization of the built environment along the corridor. They include specific recommendations on site planning, building massing and design as well as public realm improvements. Consideration will be given to these guidelines during the preparation and review of development applications within this site and area specific policy area.



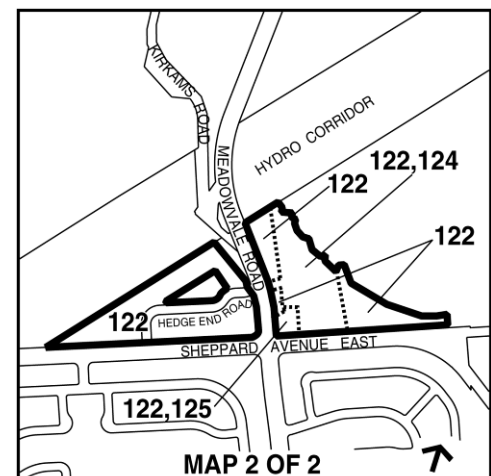
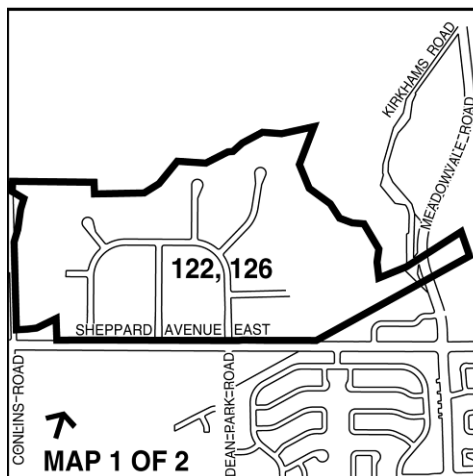
121. Southeast Corner of Victoria Park and Denton Avenues

Residential uses to a maximum density of 350 units per hectare are permitted.



122. North Side of Sheppard Avenue East, west of Heatherbank Trail

- a) The acquisition of the top-of-bank buffer zones is the first priority when evaluating development proposals. A 10 metre wide strip of land above the stable top-of-bank will be acquired through development to assist in the prevention of erosion, the maintenance and enhancement of significant vegetation and to provide public access to the viewpoints along the top-of-bank. Approximately 20 metres of additional land may be required to be set aside for conservation purposes, either in public or private ownership, the dimensions of which may vary depending on an individual site characteristics and its relationship to the functions of the Rouge Park.

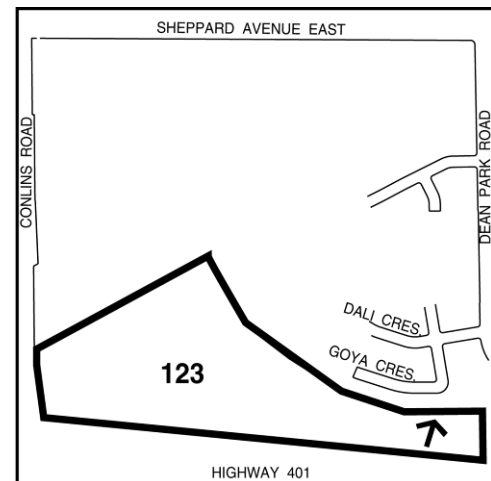


- b) Prior to amending the Zoning By-law to permit development, studies analyzing the visual impact of proposed developments on views from the Rouge River Valley will be provided by the developer, with views to be considered from:
- the Toronto Zoo to the Sheppard Avenue East/Meadowvale Road areas. Building design will have regard for the natural character of the Rouge Valley, the two storey character of the adjacent residential area and the Toronto Zoo particularly, having regard for the potential impacts of light and noise and of height and massing on views from the Valley; and

- ii) Rouge Valley Park trails to development above the top-of-bank. The height of any new buildings will be limited to ensure they minimize the visual impact of any new development on users of the trail system.
- c) Wider setbacks, landscaping and greenspace adjacent to Meadowvale Road and at its intersection with Sheppard Avenue may be required at the time of zoning by-law amendment or site plan control approval in order to create an area of transition from the area south of Sheppard Avenue East northward to the natural environment of the Rouge Valley north of the Hydro One Corridor.

123. North Side of Highway 401, East of Conlins Road

The land may be used for residential uses provided that they are not required for transportation purposes.



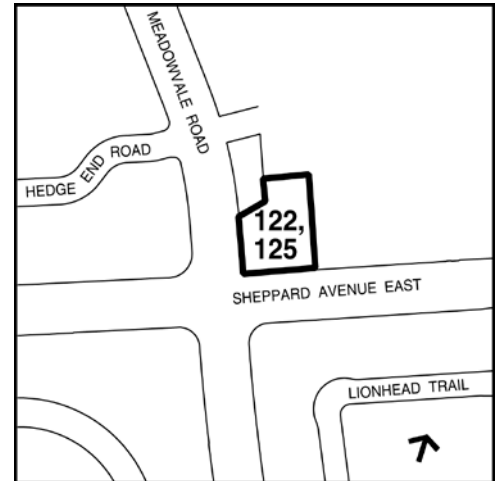
124. East Side of Meadowvale Road, North of Sheppard Avenue

Apartment buildings not exceeding eleven storeys including mechanical penthouse are permitted. Apartment buildings adjacent to the stable top-of bank will not exceed nine storeys including mechanical penthouse.



125. Northeast corner of Sheppard Avenue and Meadowvale Road

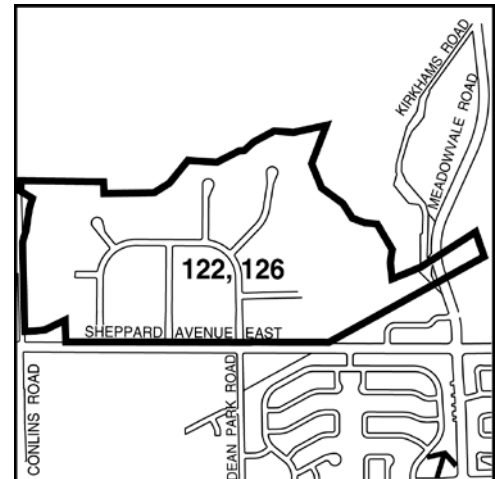
Buildings will not exceed a maximum of two storeys along the Sheppard Avenue frontage and seven storeys on the remainder of the parcel lands.



126. North Side of Sheppard Avenue East, East of Conlins Road

a) Amendments to the Zoning By-law may be subject to Holding (H) provisions, to ensure that necessary mitigative measures are in place prior to development. The Zoning By-law will indicate the conditions whereby the “H” symbol may be removed and development can proceed. These conditions will include the following requirements:

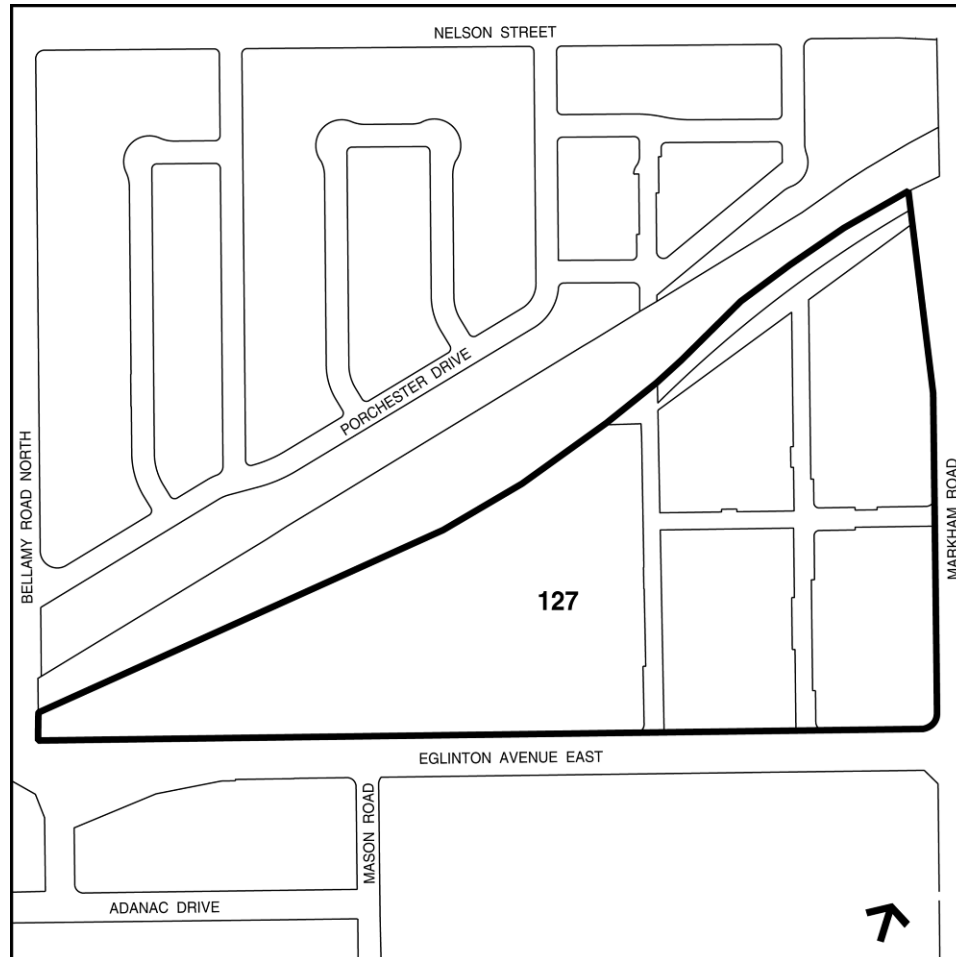
- i) that the applicant submit an acknowledged Record of Site Condition satisfactory to the Ministry of Environment for more than half of the lands to be zoned residential or commercial east of the proposed East Metro Avenue, and its projection north to the Rouge Valley, prior to the lifting of the “H” symbol from the zoning of any lands zoned residential or commercial use west of this proposed road;
- ii) that the applicant submit an acknowledged Record of Site Condition satisfactory to the Ministry of Environment for the balance of the lands to be zoned residential or commercial east of the proposed East Metro Avenue prior to the lifting of the “H” symbol from the remaining lands to be zoned residential or commercial west of East Metro Avenue and its projection; and
- iii) remediation of the site will proceed in phases satisfactory to the City.



b) The development of the lands designated *Mixed Use Areas*, east of Conlins Road and north of Sheppard Avenue will be in accordance with the Urban Design Guidelines approved by the Ontario Municipal Board on June 20, 2001.

127. Lands bounded by Markham Road, Eglinton Avenue and CNR Line

- a) Properties designated *Mixed Use Areas* will not exceed an overall net density of 1.5 times the lot area for all uses. The area to be considered for the density calculation includes all land excluding public roads and parkland. Non-residential uses will be oriented towards the arterial frontages only.



- b) Automobile service stations are not permitted.
- c) The maximum building height will be in the range of 6 to 10 storeys along the Eglinton Avenue and Markham Road frontages and will step down towards the low scale residential areas to the north and west of these two roads.
- d) When considering redevelopment of interior single detached lots, consolidation of individual properties will be encouraged to achieve a comprehensive development.
- e) New development will accommodate a future bicycle/pedestrian path to be generally located along the south limit of the CNR line. An enhanced pedestrian access to the commuter rail station will also be encouraged.

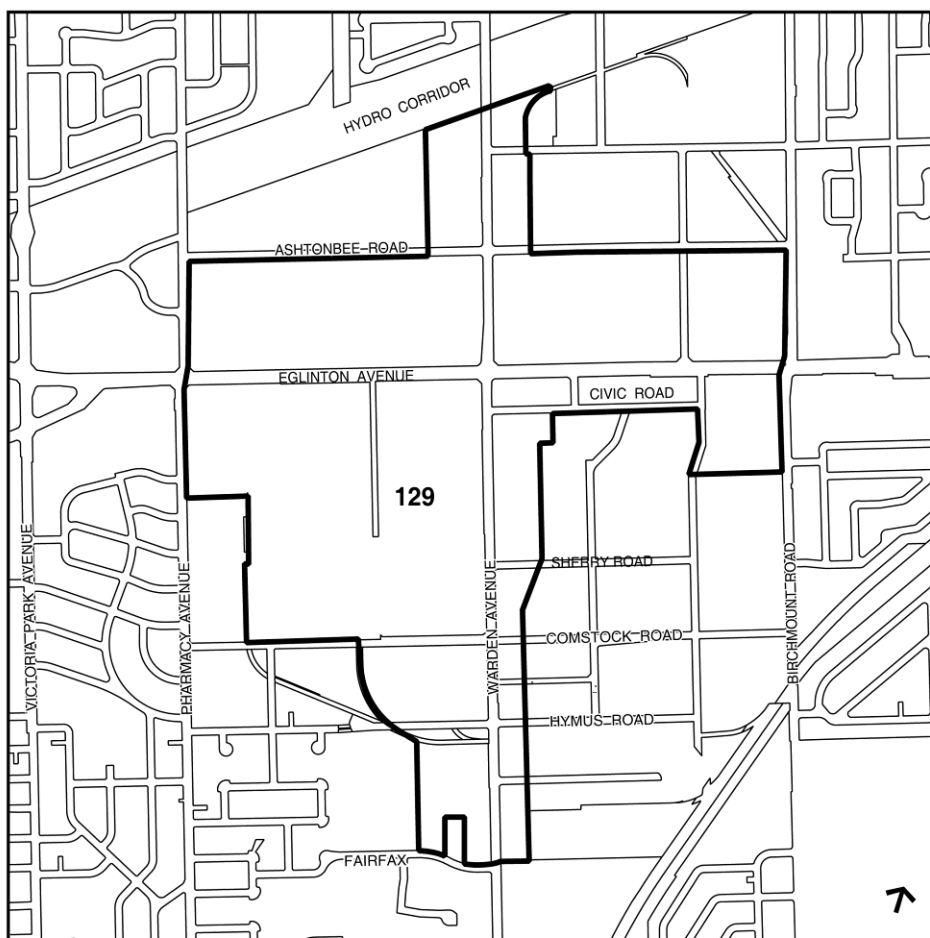
128. North Side of Lawrence Avenue, East of Collingsgrove Road

Residential uses at a maximum density of 75 units per hectare are permitted.



129. Lands South and North of Eglinton Avenue

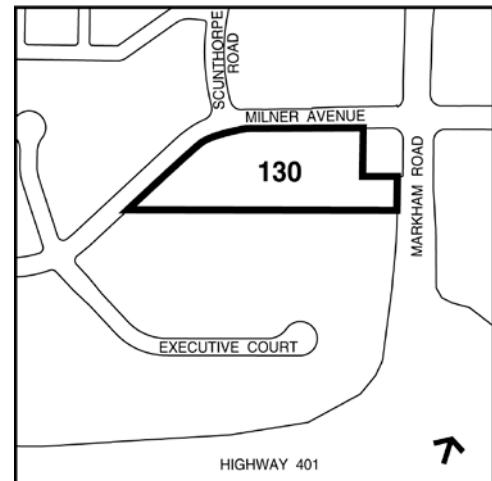
- a) Retail and service uses, including stand-alone retail stores and/or “power centres” are permitted.



- b) Amendments to the Zoning By-law may be subject to Holding (H) provisions of the Plan. Specifically, the Holding (H) provision may be used with respect to the introduction of new or additional commercial permissions to existing by-law permissions.
- c) The implementation of the policies outlined in this area specific policy may require the provision of additional public roads or other transportation improvements. The applicants for individual amendments to the Zoning By-law, including the removal of any Holding (H) provision, may be required to provide financial compensation to equitably allocate the capital costs of any such improvements.

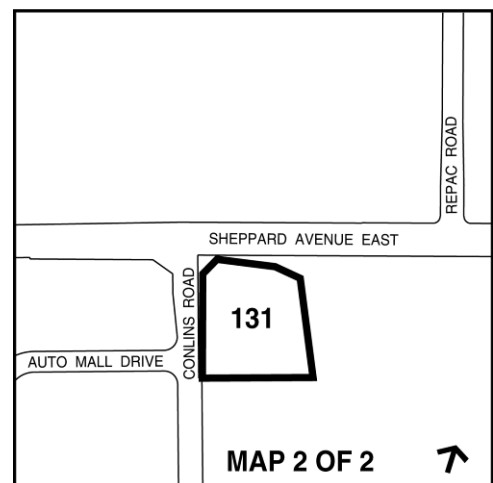
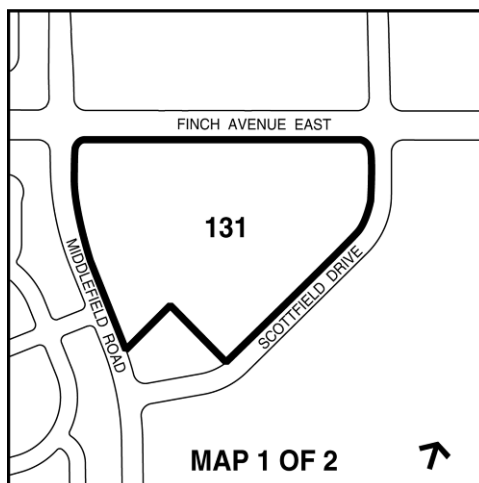
130. West Side of Markham Road, South of Milner Avenue

Senior citizen's housing and ancillary facilities, including recreational and convenience commercial facilities, are permitted.



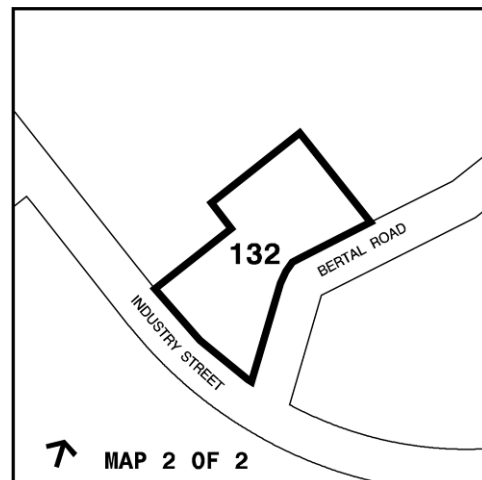
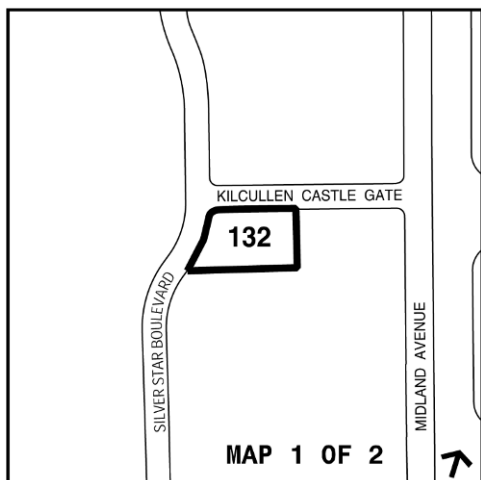
131. Southeast Corner of Finch Avenue and Middlefield Road and Southeast Corner of Sheppard Avenue East and Conlins Road

Employment Areas uses are permitted.



132. East Side of Silver Star Boulevard, South of Kilcullen Castle Gate and 88 Industry Street

Places of Worship are permitted.



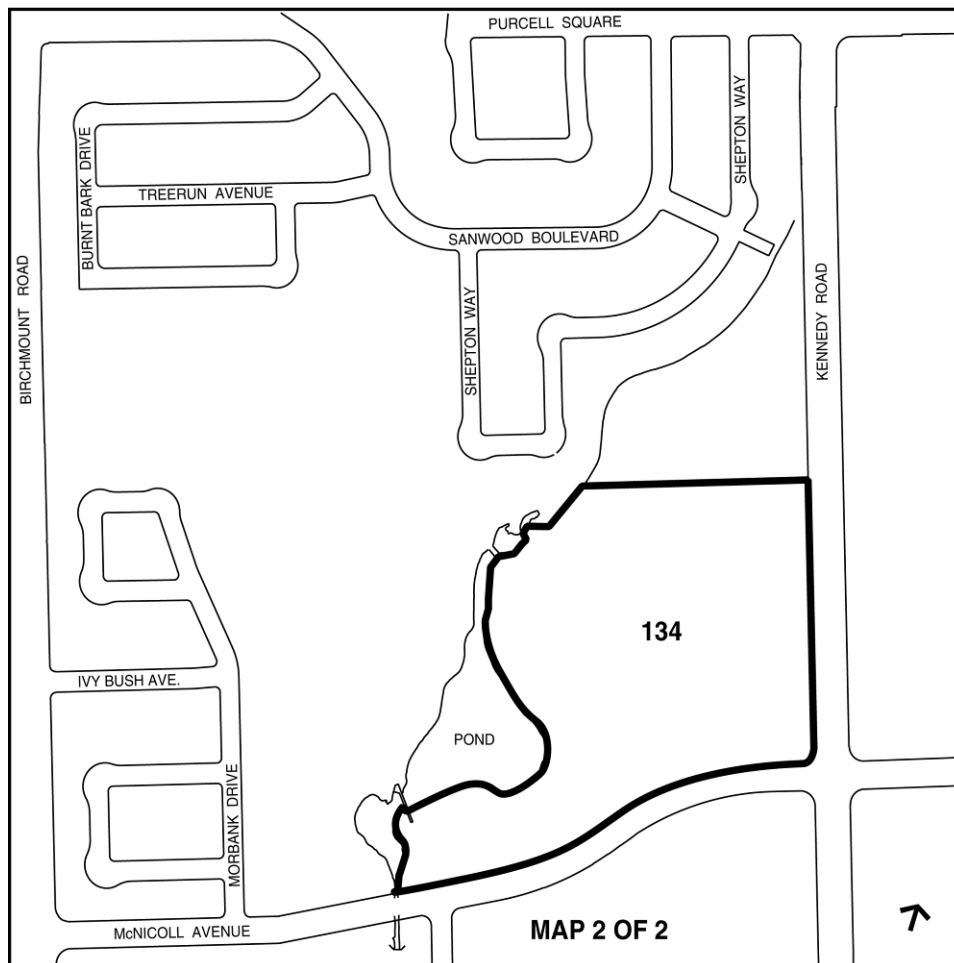
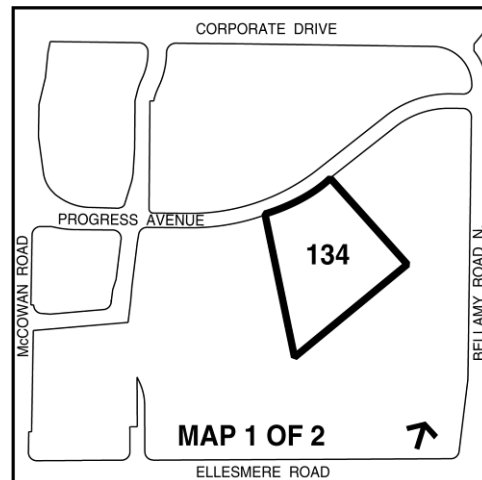
133. Lands Bounded by Steeles Avenue, Kennedy Road, Passmore Avenue and Midland Avenue

Retail and service uses, including stand-alone retail stores and/or "power centres", are permitted.



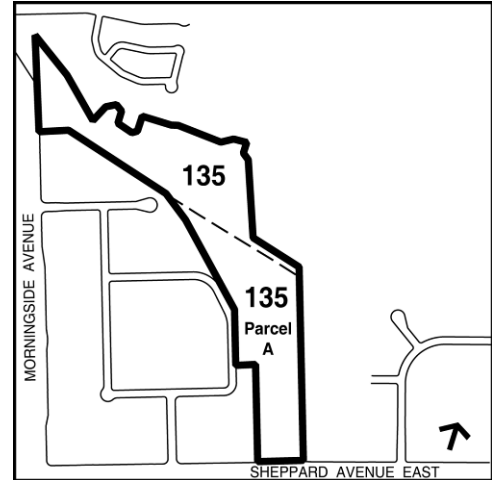
**134. Lands on the South Side of Progress Avenue, West of Bellamy Road
Lands West of Kennedy Road, North of McNicoll Avenue**

Educational facilities are permitted.



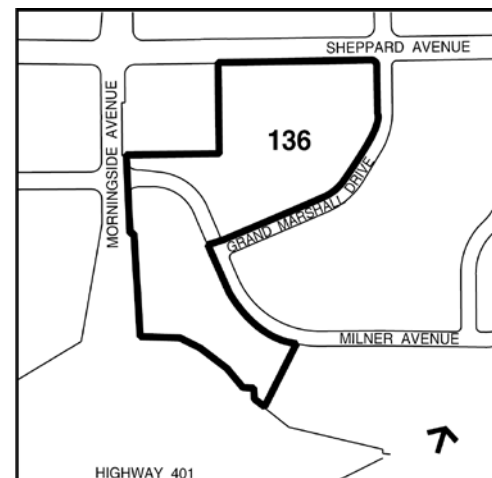
135. Lands Bounded by the Rouge River Valley to the North, Sheppard Avenue to the South, Morningside Avenue to the West and Conlins Road Allowance to the East

- a) Only uses within the *Employment Areas* designation that are compatible with the Toronto Zoo are permitted.
- b) Amendments to the Zoning By-law may be subject to Holding (H) provisions. The Holding (H) provision may be removed in whole or in part by an amendment to the Zoning By-law when satisfactory arrangements are in place with respect to the following:
 - i) the proposed development and site utilization will not increase erosion of the banks or damage flora growing on the banks of the Rouge River Valley, where the land is located within 91 metres of the Rouge River;
 - ii) the design of those parts of any proposed development and site utilization that can be seen from the Toronto Zoo site will be in harmony with the Toronto Zoo and adjoining developments, but proposed buildings need not be of the same scale or design as buildings on the Toronto Zoo site; and
 - iii) all air emissions, noise, vibrations, odours, dust and glare, likely to be generated by the development and site utilization are not detrimental to the Toronto Zoo, adjoining developments and land uses in the neighbourhoods which adjoin the *Employment Areas*.
- c) On Parcel 'A', lands known as 8304 Sheppard Avenue East, the following policies apply in addition to Policy 135. a):
 - i) development may occur within 10 metres of the stable top of bank of the adjacent valley, subject to the provisions of the zoning by-law; and
 - ii) prior to site plan approval, the policies of Section b) i) ii) and iii) above must be satisfied.



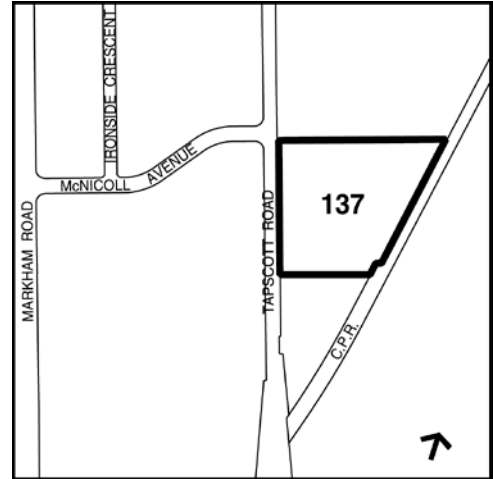
136. Lands South of Sheppard Avenue, East of Morningside Avenue

- a) Cinemas, retail and service uses, including stand-alone retail stores and /or "power centres", are permitted.
- b) Supermarkets, food stores and retail stores containing more than 700 square metres of gross floor area dedicated to the sale of food are permitted.



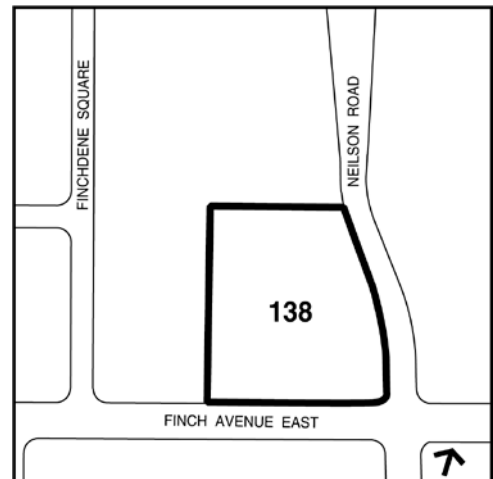
137. East Side of Tapscott Road, North of the Hydro One Right-of-Way

The use of the existing heritage building will be restricted to the continuation of residential uses and/or office uses in conjunction with *Employment Areas* uses.

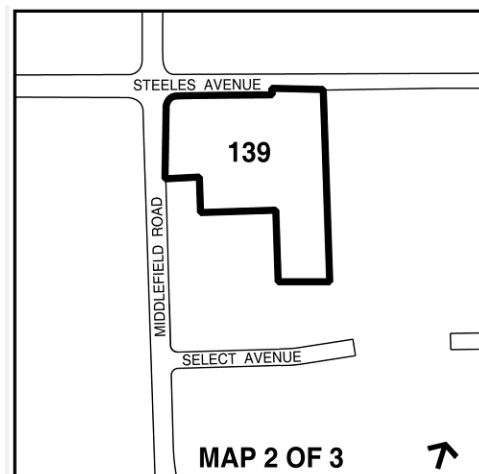
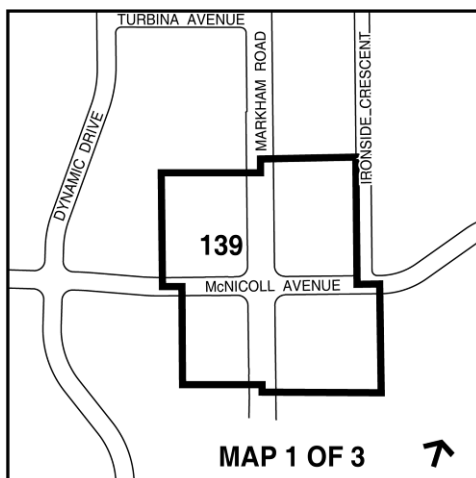


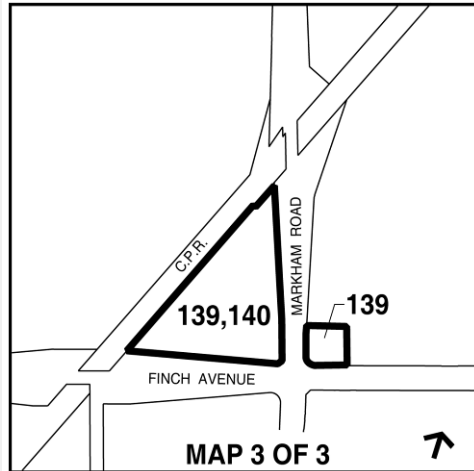
138. Northwest Corner of Finch Avenue and Neilson Road

Educational facilities are permitted.



139. Southeast, Southwest, Northeast and Northwest Corners of Markham Road and McNicoll Avenue, Northeast and Northwest Corners of Markham Road and Finch Avenue, and Southeast Corner of Steeles Avenue and Middlefield Road

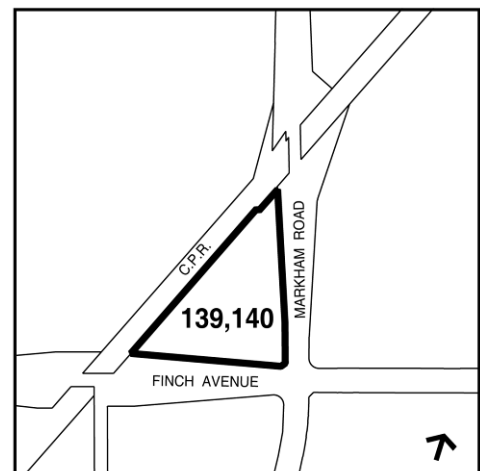




New automobile service stations are not permitted within 150 metres of arterial intersections.

140. Northwest Quadrant of Markham Road and Finch Avenue

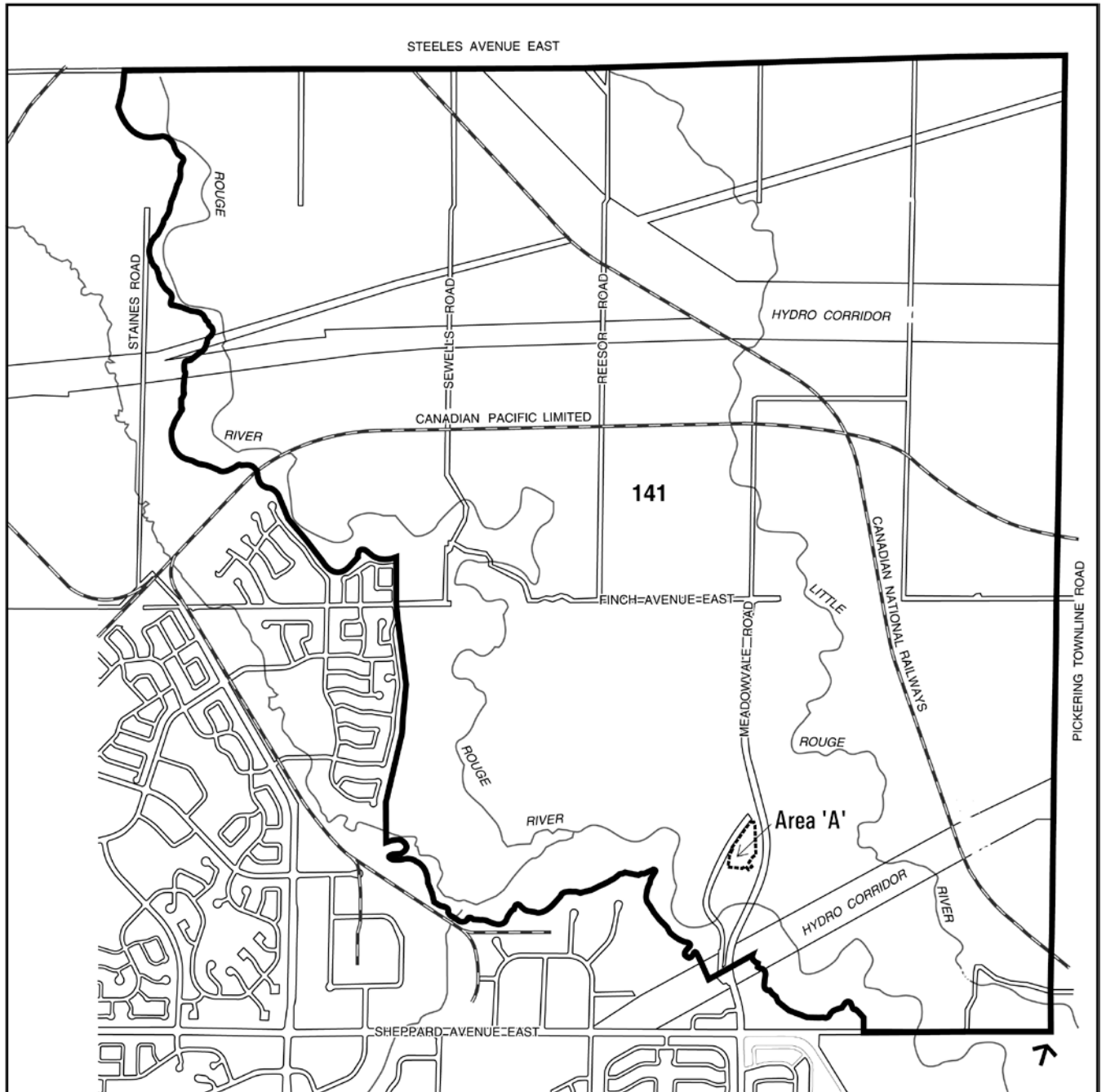
Future development of the lands is constrained by limited access to abutting roads and the presence of the watercourse. Prior to approval of any development or rezoning of this site, the owner will demonstrate that appropriate means of vehicular access and maintenance of the watercourse will be achieved.



141. Lands North of Twyn Rivers Drive, East of Staines Road

The objective of this area specific policy is to protect, restore, or enhance the natural ecosystem and cultural heritage features; to ensure protection of these features; use innovative planning, management and land use techniques; to promote knowledge and understanding of the natural and cultural values of the Rouge Park; and to provide opportunities for appropriate recreational enjoyment, specifically as follows:

- i) to promote, preserve and enhance the Upper Rouge as an integrated natural heritage area;
- ii) to protect, link, expand and enhance woodlots, environmentally significant areas and associated areas of diverse flora and fauna, and to promote the goals, objectives and principles of the Rouge Park;



- iii) to ensure the continued maintenance of a natural separator between the City of Toronto, the Region of York and the Region of Durham;

- iv) to protect significant archaeological and historical resources by emphasizing heritage conservation and education;
- v) to provide appropriate and environmentally acceptable active and passive recreational and tourism uses identified by the Rouge Alliance as co-ordinated through the Rouge Park staff and Toronto and Regional Conservation Authority;
- vi) to permit regional recreational, tourism and cultural activities of this area without exceeding the environmental carrying capacity of the Rouge ecosystem; and
- vii) to permit uses that are compatible with the objectives of this area specific policy, such Natural Science, Educational Interpretive, Zoological, Recreational, Curatorial and Research Uses and Associated Facilities; nature viewing uses; agricultural uses, including crop farming, livestock and demonstration farming; existing golf course; existing residential uses; residential uses on lots of record; bed and breakfast operations ancillary to residential uses; and conservation management uses, including conservation works, slope stabilization works and plantings.

For the purpose of clarity, the term “recreational” used in this site specific policy includes uses such as horticultural facilities and related botanical gardens, campgrounds, equestrian and hiking trails, fisheries, natural science educational and research facilities including demonstration farms, archaeological sites designated by the Provincial Government, historic resource uses, wildlife habitat enhancement and observation areas. However, the word “recreational” does not provide for major regional-scale active sports fields, in particular, those having illuminated playing fields or spectator seating facilities. Council may zone to recognize existing uses if they are compatible with policies of this Site and Area Specific Policy. Other uses may become legal non-conforming.

All agencies and parties involved in the implementation of this area specific policy will be guided by a program of comprehensive resources management, which without limiting the generality of the foregoing, will:

- i) promote and enhance aquatic and terrestrial habitats and communities;
- ii) assist and support the Local Architectural Conservation Advisory Committee (LACAC) in its detailed evaluation of all the historic buildings and properties in municipal and private ownership in the area, and in determining those structures, properties and areas to be designated under the *Ontario Heritage Act*; and work with the appropriate agencies to determine the future use of archaeological findings in accordance with the City's *Archaeological Facility Master Plan* and the *Rouge Park Management Plan*;
- iii) encourage natural science, educational, curatorial and research facilities that further the understanding of the attributes of the Rouge Park;
- iv) ensure, in association with appropriate agencies, that proper stormwater management practices are employed so as not to increase the potential for erosion, and to maintain and, to the extent possible, improve the quality of water within the watercourses and ensure that any new stormwater management ponds will only be on table land;
- v) integrate and link compatible recreational uses in the area in a co-ordinated trail program;

- vi) generally ensure that any new permanent buildings or structures are not visible from the valley lands and that scenic views are protected;
- vii) selectively encourage the regeneration of the cleared areas and the planting of native tree species and other native vegetation to enhance the natural heritage characteristics of the Upper Rouge;
- viii) encourage public acquisition of appropriate sites within the lands; and
- ix) encourage public agencies to demonstrate sensitivity to these objectives in the design and implementation of their facilities and undertakings.

To encourage the continued maintenance of the area by public agencies, the division of lands by consent for purposes other than utilities, transportation or recreational concepts approved by Council will be prohibited. Public agencies exempt from the provisions of subdivision control will be advised of its policies. Notwithstanding, a maximum of two new lots plus a remnant parcel, each to contain one single detached dwelling, is permitted on the east side of Kirkham's Road, located north of Lot 1 R.P. 3425, north of the lands known as 5 Kirkham's Road, and shown as Area 'A'.

Development provided for by the Site and Area Specific Policy may occur in the absence of municipal services. 27-metre rights-of-way will not be used to accommodate four lane roads.

An assessment of environmental impact will be prepared for each proposed official plan and zoning bylaw amendment within the lands and this assessment will be reviewed through the public participation process prior to Council making a decision.

142 . Lands Bounded by Eglinton Avenue East, Brentcliffe Road, Vanderhoof Avenue, Research Road and the West Don River Valley

a) Holding Zones (H)

The Holding (H) symbol may be removed by by-law when the owner submits detailed reports by a qualified transportation engineer that address the following issues:

- i) existing traffic and transit volumes on the local and arterial roads system;
- ii) the amount and distribution of motor vehicle and transit based trips generated by the proposed development;
- iii) the amount and distribution of motor vehicle and transit based trips generated by the existing, committed and approved development within the Leaside Business Area, including all lands subject to this Site and Area Specific Policy and, by permitted development within the area subject to this Site and Area Specific Policy;



- iv) an analysis of the present planned road and transit system's capacity to accommodate the new trips;
- v) identification of any road network safety concerns;
- vi) an assessment of the traffic impact on local and collector residential streets;
- vii) the identification of the specific operational or other improvements required in light of the overall requirements, in order to satisfactorily mitigate development impacts, maintain acceptable traffic and transit service levels;
- viii) a review of the land's vehicular access points and pedestrian connections to transit services; and
- ix) the owner will undertake to provide or support the introduction of necessary improvements to the satisfaction of the City.

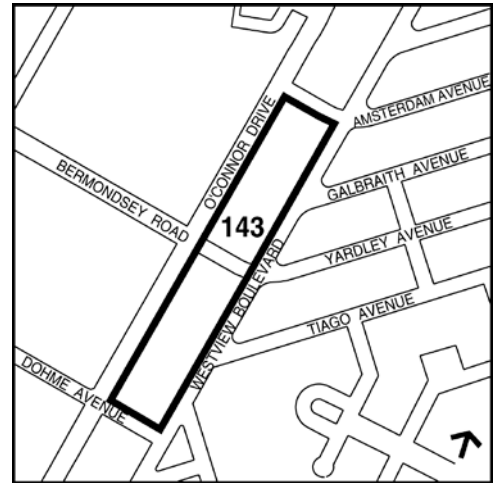
b) Urban Design

Council will attempt to achieve the following design principles when approving the implementing Zoning By-laws and Site Plan:

- i) achieve a high order of urban design and building treatment that is sensitive to the surrounding urban context;
- ii) provide a variation of building heights with minimal shadowing over residential areas to the north. The maximum building height will be limited to 18 storeys;
- iii) provide a strong building relationship to street edges to enhance accessibility and visual identity;
- iv) provide a transition in scale from new development to the surrounding area;
- v) create a safe, comfortable and accessible public realm, including safe and convenient pedestrian access to transit and throughout the area;
- vi) ensure a consolidation and organization of private open space, landscaping and recreational facilities into compact, functional, well designed and highly accessible nodes;
- vii) ensure a logical building configuration to achieve identifiable office and residential precincts;
- viii) ensure views and vistas through and within the lands;
- ix) provide publicly accessible lanes or roads into the lands which tie together the differing uses and allow for the development of a connecting road pattern on the lands and nearby lands;
- x) provide maximum public accessibility to the valley edge and public lands, and to the lands;
- xi) provide a high order of landscaping treatment; and
- xii) provide an appropriate level of buffering from adjacent uses.

143. South Side of O'Connor Between Dohme Avenue and Amsterdam Avenue

Free-standing commercial uses not exceeding three storeys in height are permitted.



146. 1450 and 1500 O'Connor Drive

a) Residential uses are permitted by way of an amendment to the Zoning By-law:

i) to a depth of 90 metres from O'Connor Drive. However, where a 90 metre depth renders the remainder of lands undevelopable a depth of up to 140 metres may be considered;

ii) to a maximum height of 4 stories. Residential buildings which exceed 3 stories are to be designed with no windows on any floor higher than the 3rd floor on the north façade overlooking the industrial area;

iii) provided that no industrial uses are allowed to locate within any buildings containing residential units;

iv) provided that adequate measures are taken to protect the inhabitants from the noise, vibration and odour impacts of industrial uses;

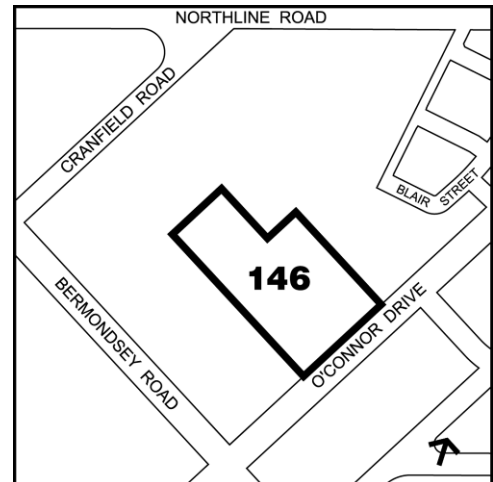
v) provided that residential uses be subject to appropriate screening and buffering from nearby industrial land uses;

vi) provided that any traffic from the proposed residential uses not conflict with the operations of existing industrial uses;

vii) provided that residential uses meet Ministry of the Environment (MOE) Guidelines for Land Use Compatibility;

viii) provided that industrial sound levels do not exceed Ministry of the Environment (MOE) Guidelines for Environmental Noise at the residential receptor (LU-131); and

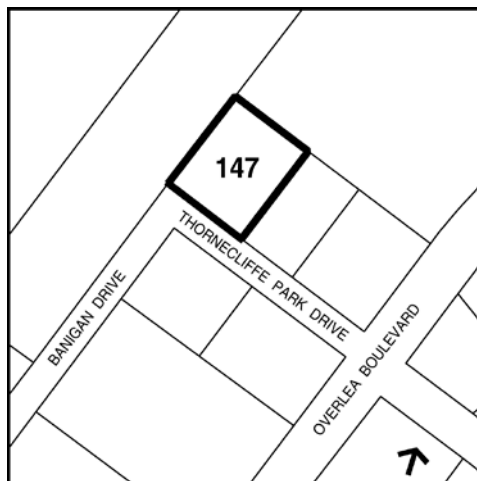
ix) provided that residential buildings be designed with a high level of urban design and be oriented to the street with no direct access or parking areas adjacent to the O'Connor Drive street frontage.



b) Commercial and institutional uses are permitted.

147. 4 Thorncliffe Park Drive

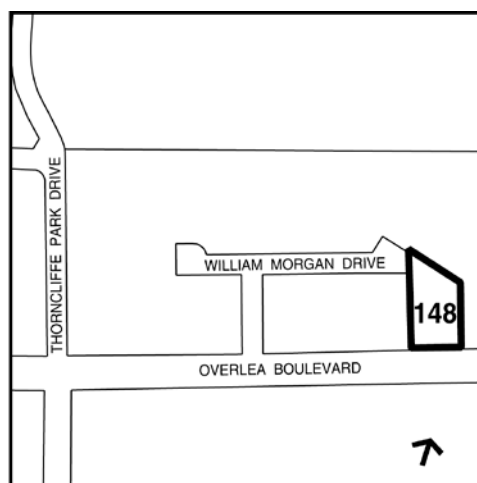
Places of Worship and a school for religious education are permitted.



148. 86 Overlea Boulevard

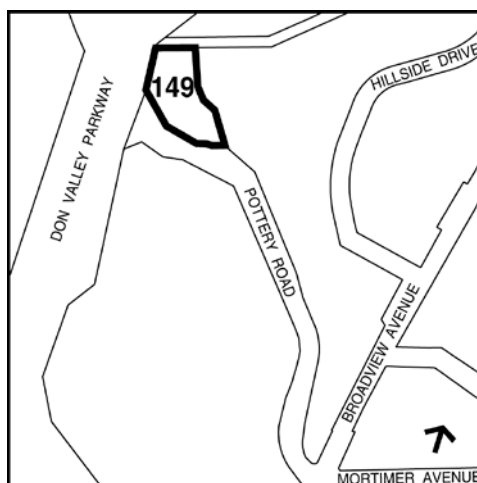
The following additional uses are permitted on the lands:

- a) uses ancillary to administration headquarters, a chapel and a museum;
- b) a maximum 20 student theological seminary; and
- c) one residential suite intended for the exclusive use by the religious and administrative chief of the church using these premises as its administrative headquarters.



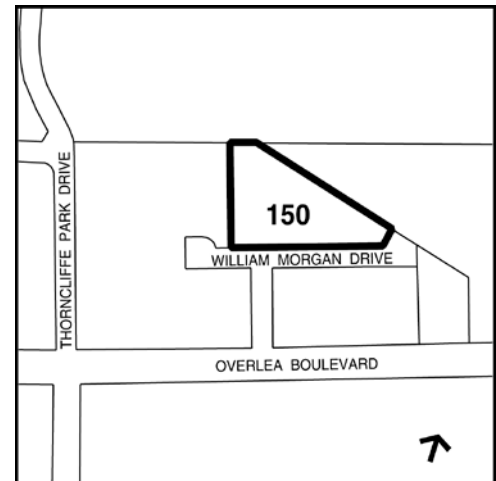
149. 50 Pottery Road

A banquet hall and restaurant are permitted.



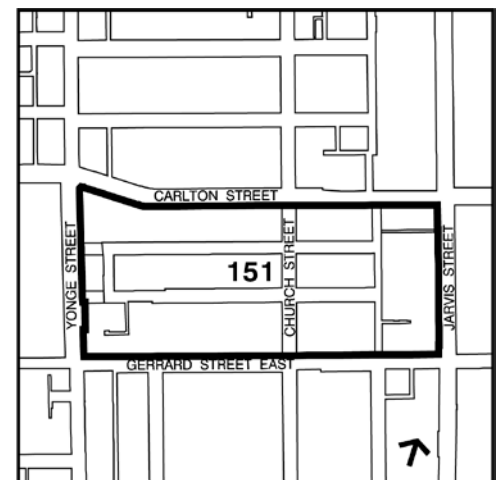
150. 10 and 15 William Morgan Drive

A nursing and retirement home are permitted.



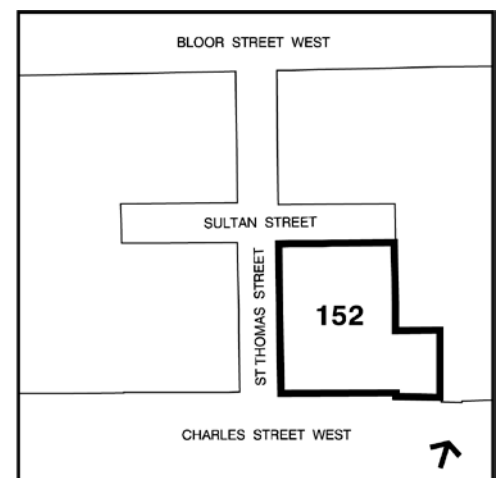
151. South of Carlton Street and North of Gerrard Street East Between Yonge and Jarvis Streets

- a) The conservation and stability of the McGill Granby Area will be promoted by encouraging the preservation of house-form buildings and their continued use for housing.
- b) In *Mixed Use Areas*, the development of new housing will be encouraged.
- c) New buildings within the *Mixed Use Areas* will be designed to minimize the extent to which they overlook, overshadow, or block views from existing or committed house-form buildings, and to ensure that the location of new vehicular access routes does not interfere with the use of the private open space of adjacent houses.



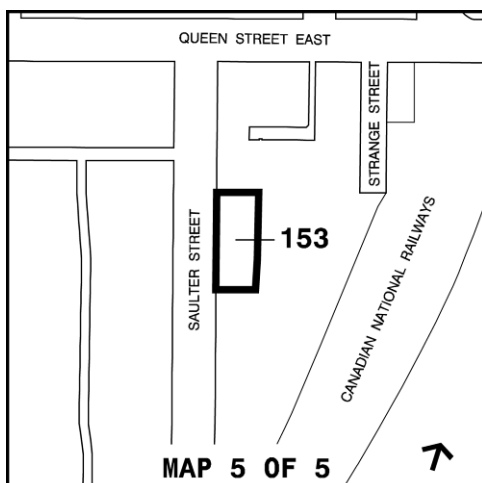
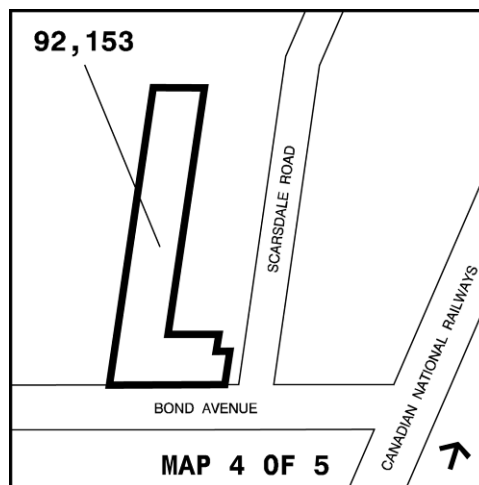
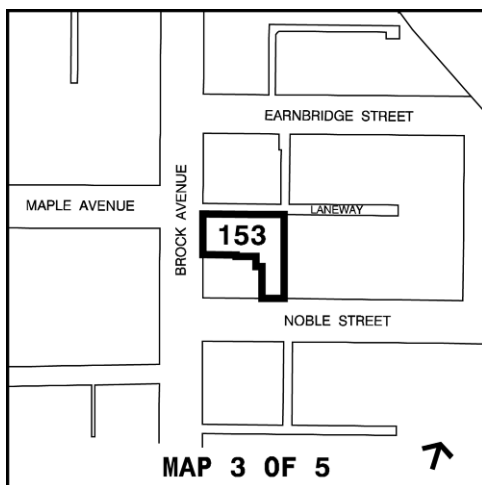
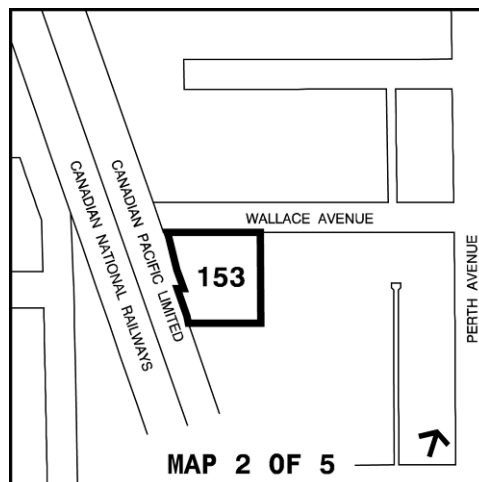
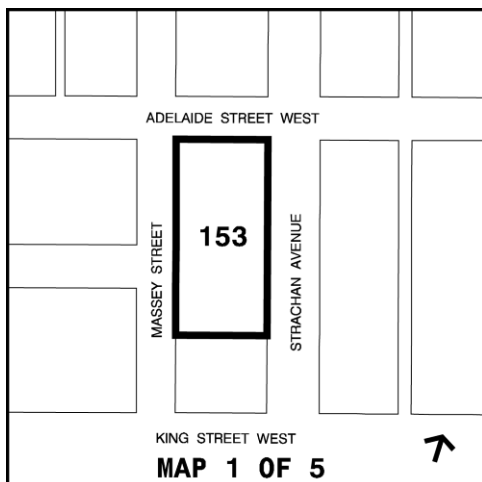
152. 1-9 Sultan Street, and 11 St Thomas Street, and 76-86 Charles Street West

The retention of historical buildings designated pursuant to the *Ontario Heritage Act* as having architectural or historic merit will be encouraged and new development will respect the scale.



153. 120 Strachan Avenue, 371 Wallace Street, 27 Brock Avenue, 20 Bond Avenue, 53-67 Saulters Street (Western Part)

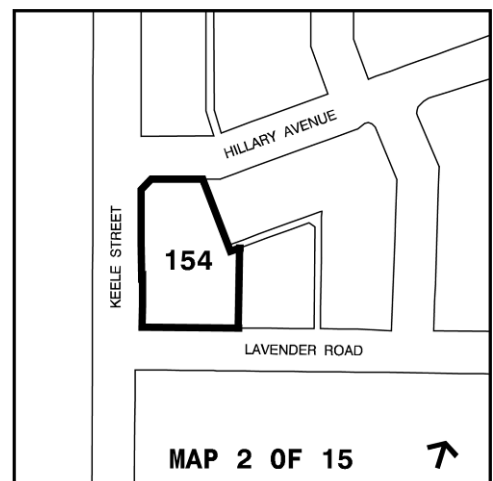
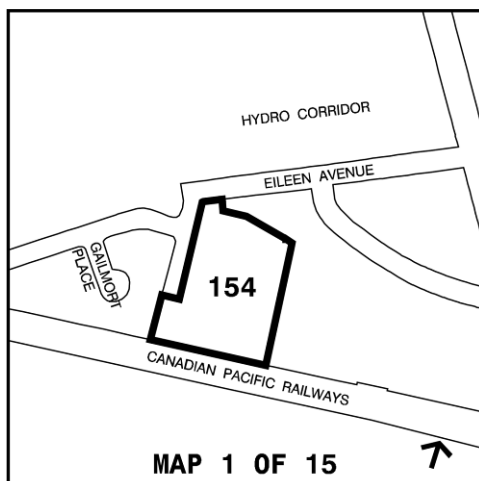
A mix of employment and residential uses are permitted within any building.

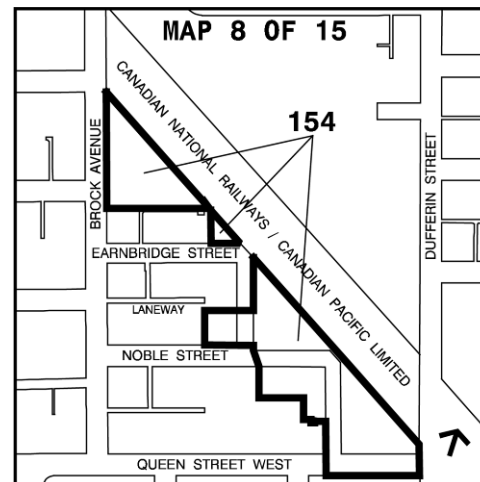
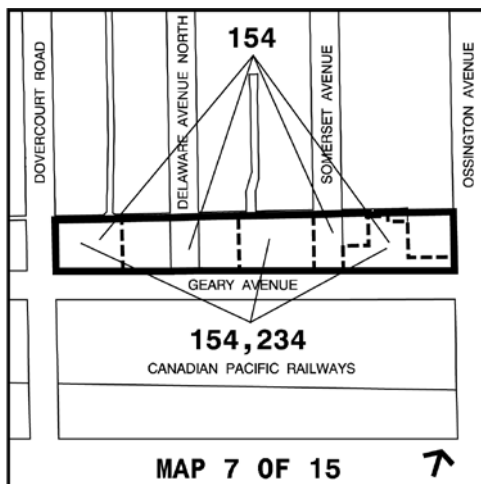
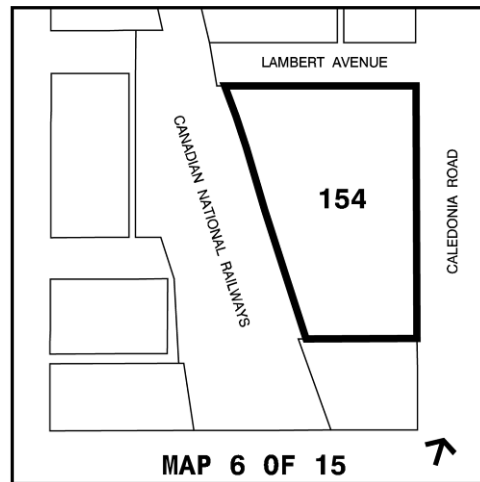
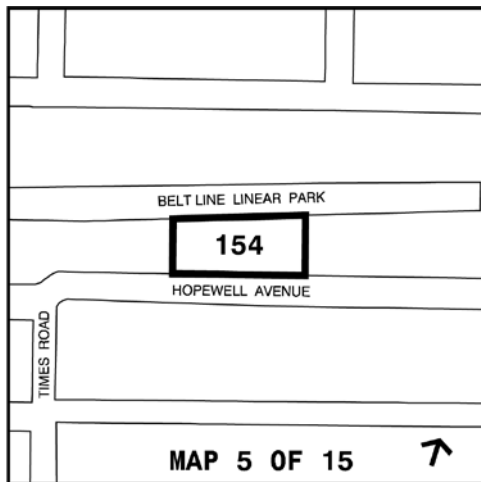
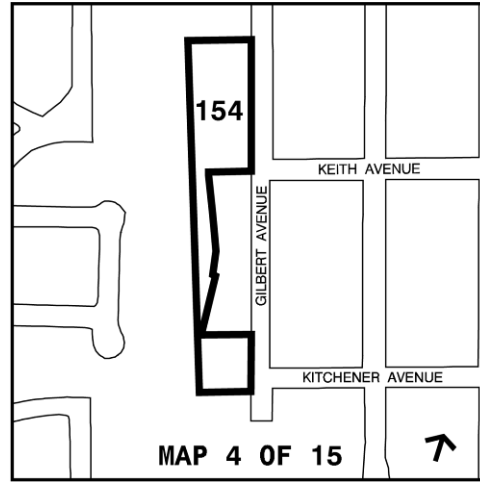
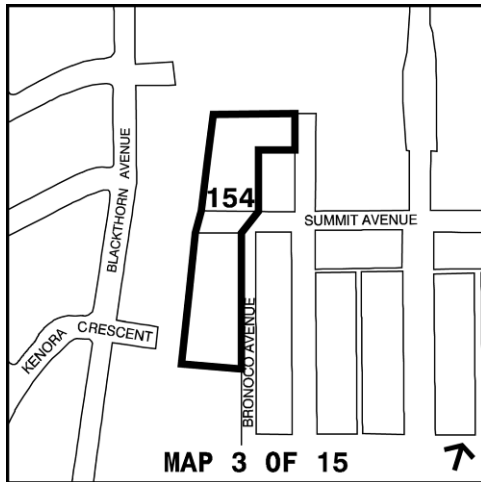


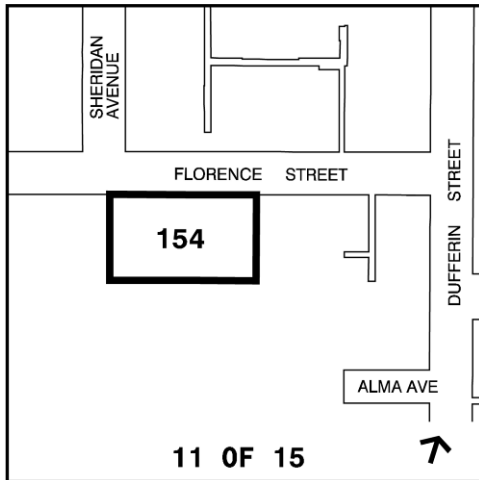
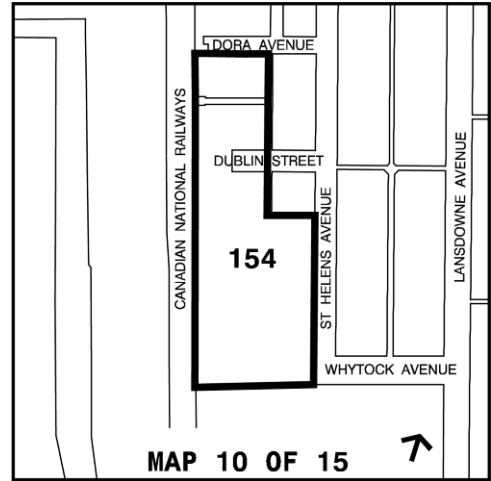
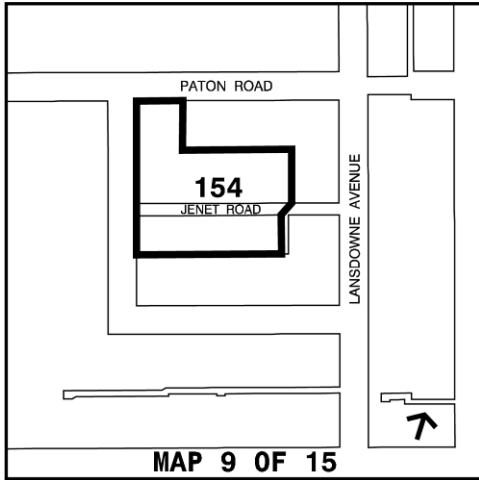
- 154. Lands Located South of Eileen Avenue, East of Gailmort Place**
Lands Located East of Keele Street, Between Lavander Road and Hillary Avenue
Lands Located on the West Side of Bronoco Avenue Between Alessia Circle and North of Summit Avenue
Certain Lands Located on the West Side of Gilbert Avenue
Certain Lands Along the North Side of Hopewell Avenue
Certain Lands Within the Blocks Bounded by Queen Street East, Boston Avenue, Logan Street and 1st Avenue
Both Sides of Mulock Street Between Junction Road and Lloyd Avenue and East Side of Keele Street between Junction Road and North of Hirons Street
Lands Within the Miller Street and Lindler Street Area
Lands Located on the West Side of Caledonia Road Between St. Clair Avenue West and Lambert Avenue
North Side of Geary Avenue Between Dovercourt Road and Ossington Avenue
Lands Generally Adjacent to the South Side of the Tracks Between Brock Avenue and Queen Street West
Lands Located Adjacent to Jenet Road and the East Side of Wade Avenue
Lands Adjacent to the East Side of the CNR Tracks Between Whylock Avenue and North of Dublin Street
Lands Located East of Sorauren Avenue, South of Dundas Street West
Lands Located Adjacent to the Tracks North East of Dundas Street West, South of Golden Avenue
29-51 Florence Street

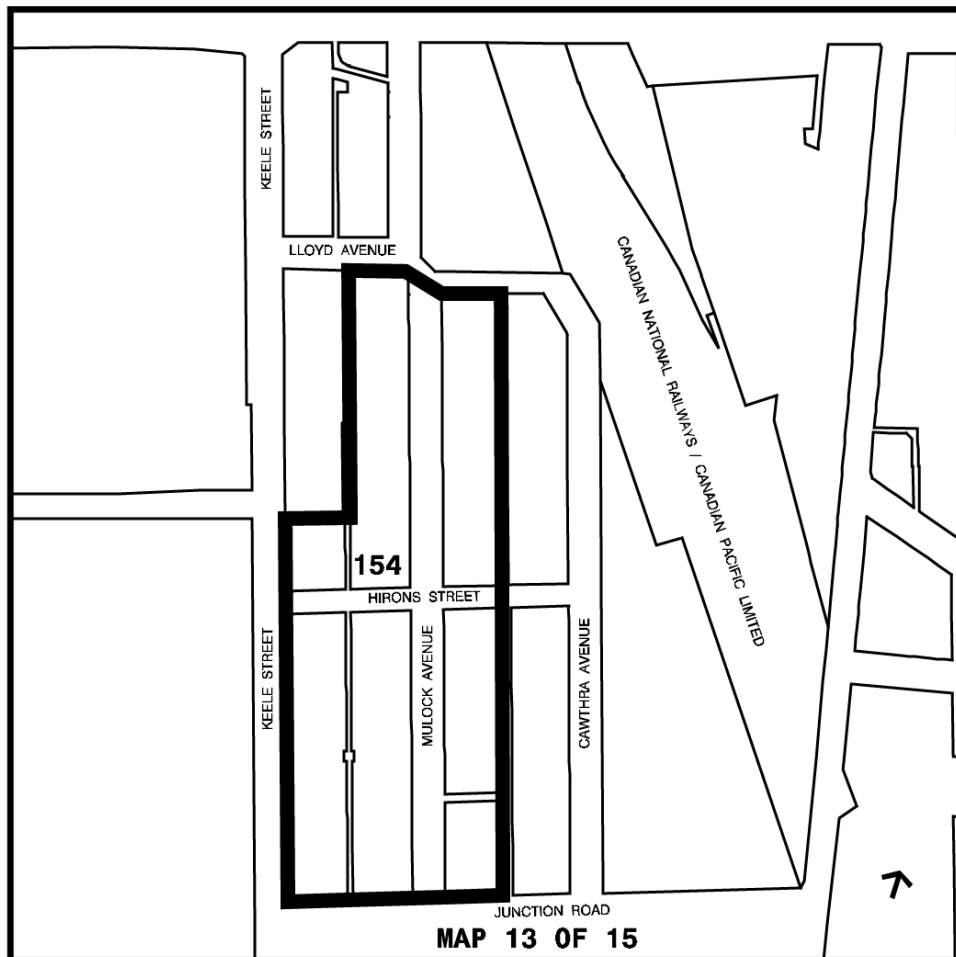
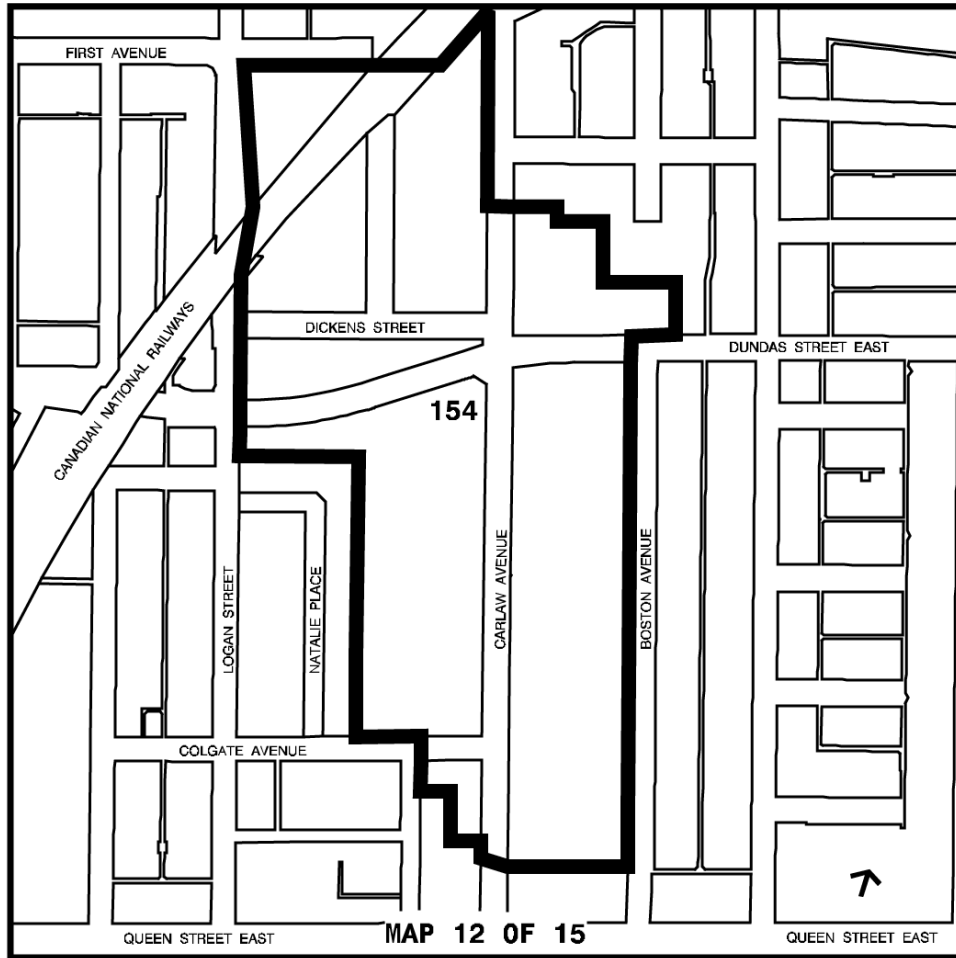
A mix of employment and residential uses are permitted provided that:

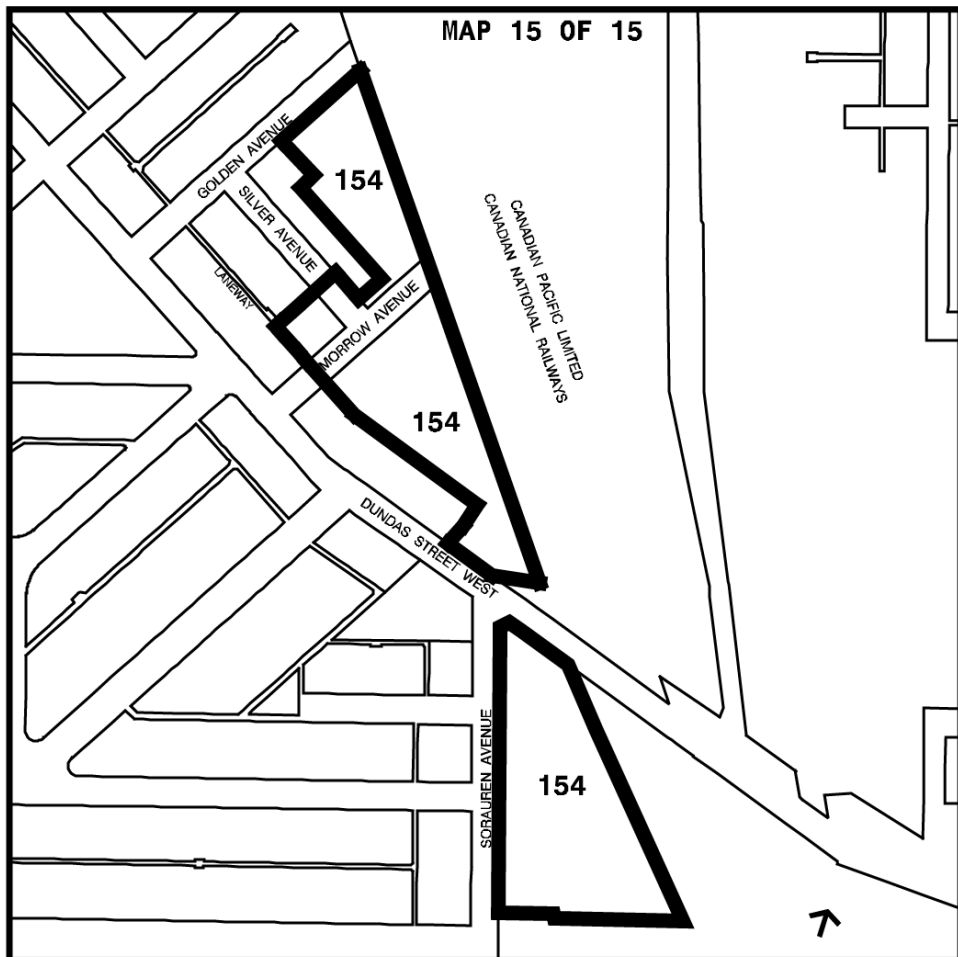
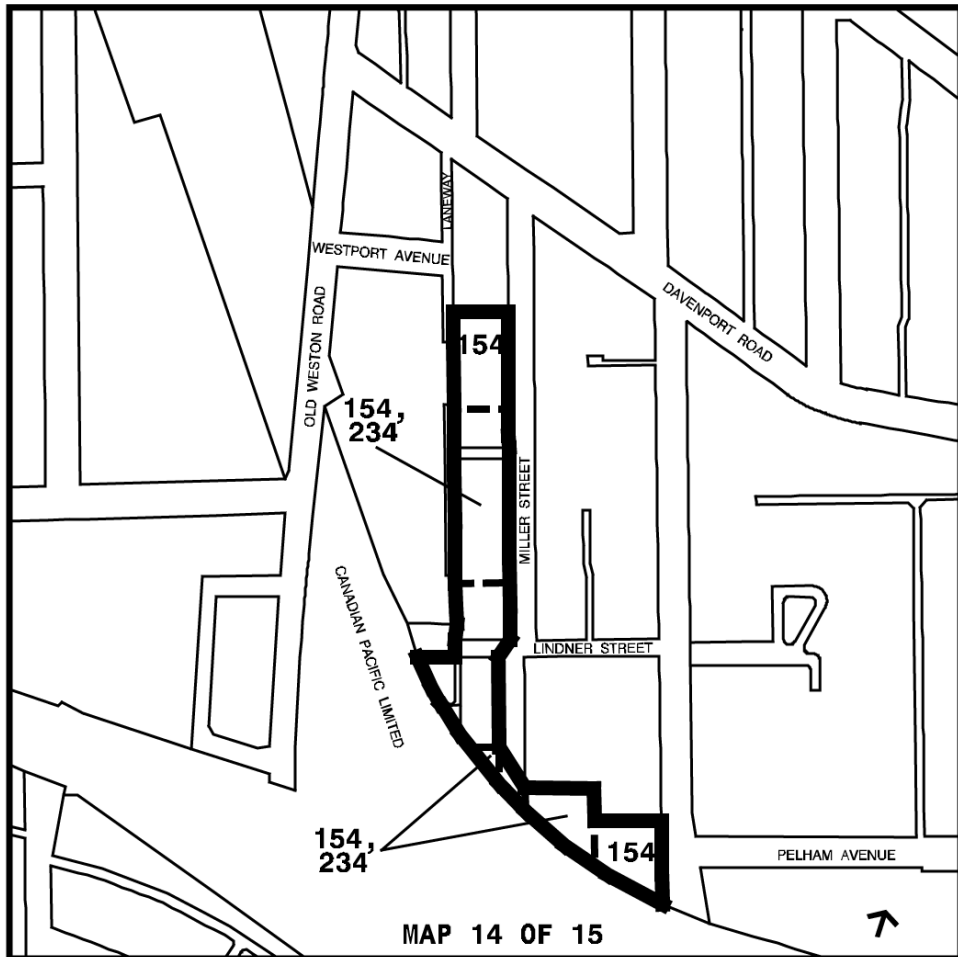
- a) if the property is designated *Employment Areas*, the building will provide for a satisfactory living environment compatible with the employment uses in the building and adjacent area; or
- b) if the property is designated as any designation other than *Employment Areas*, the employment uses are restricted to those compatible with residential uses in terms of emissions, odour, noise and generation of traffic.





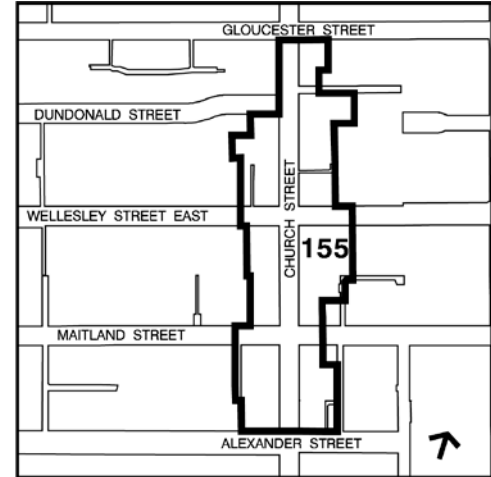






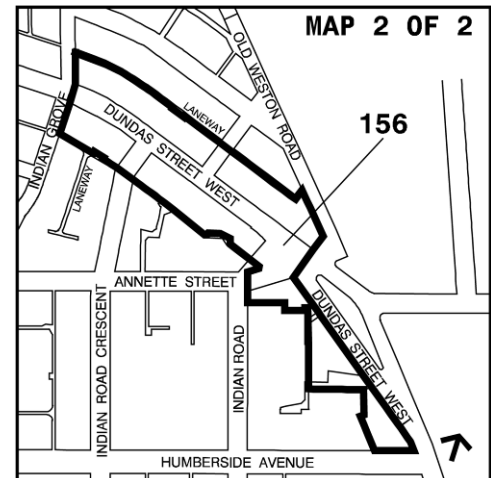
155. Church Street Between Alexander Street and Gloucester Street

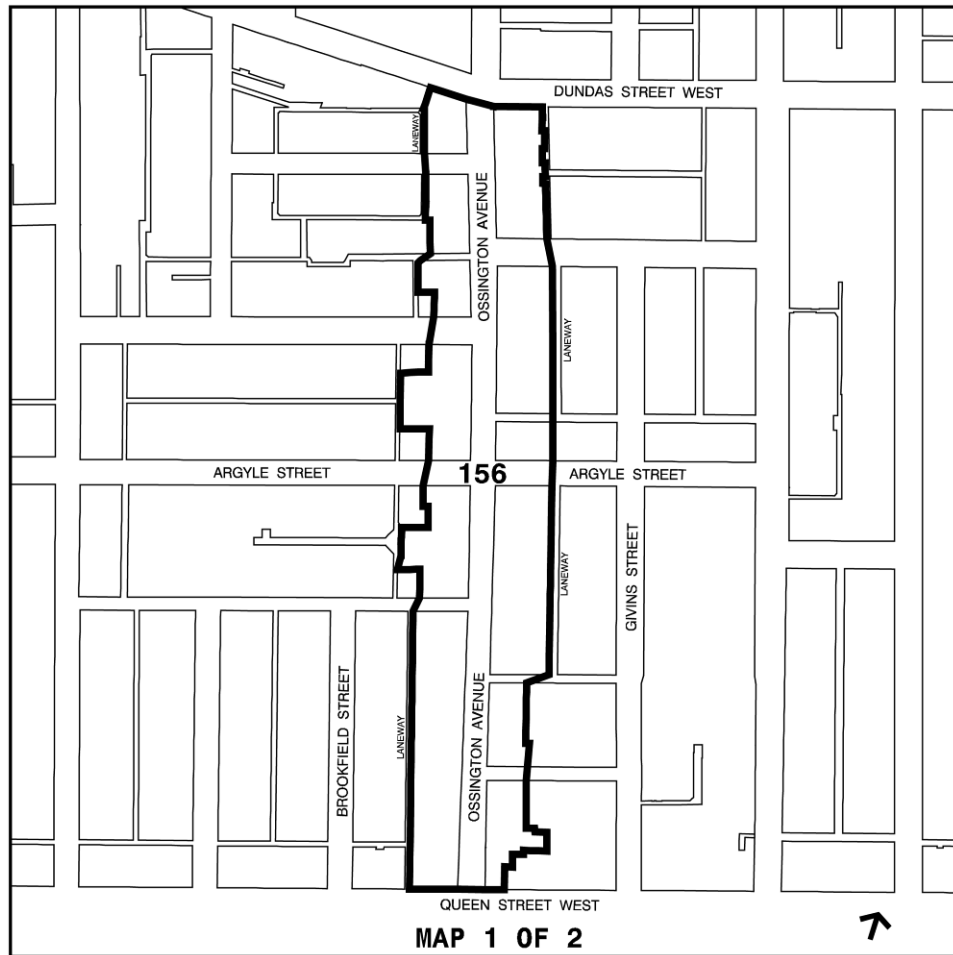
- a) The special character is defined by the low scale and form of existing buildings, including many house-form structures.
- b) New development along this portion of Church Street will reinforce the existing retail uses, be compatible with existing residential uses nearby and conform to the low rise scale of existing development.



156. Both sides of Ossington Avenue Between Dundas Street West and Queen Street West, and Along Dundas Street West Between Indian Grove and Humberside Avenue

A limited range of light industrial uses that are compatible with residential uses are permitted.





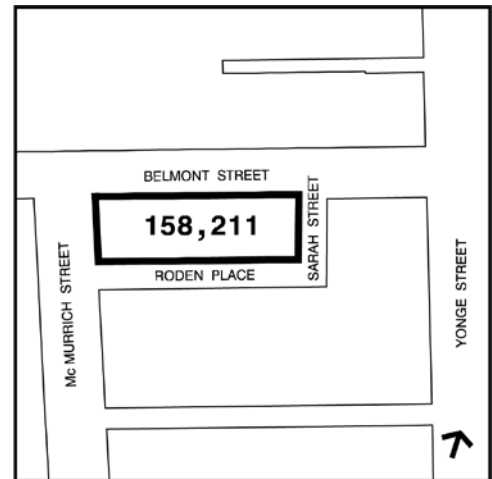
157. 571 Jarvis Street

A mixed commercial-residential building is permitted.



158. 7 to 33 Belmont Street (inclusive) and 10, 20, 30 Roden Place

Commercial uses at a maximum density of 2.0 times the lot area are permitted provided that development preserves the existing built form.



159. 90 Harbour Street

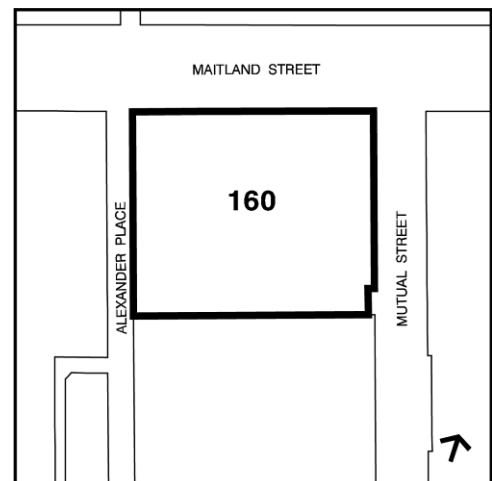
In addition to the Built Environment policies in the Plan, the following also apply:

- a) a 9 metre setback along the east property line which is intended to accommodate views from the *Financial District* through to the waterfront;
- b) a 6 metre setback along the north property line separating the development from the Gardiner Expressway and Lake Shore Boulevard; and
- c) a separation between high buildings on the site to preserve views through the property from the north towards Lake Ontario and from the south towards the *Financial District*.



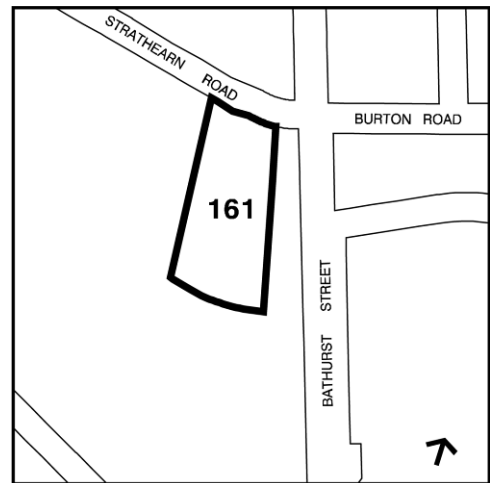
160. 99 Maitland Street

Uses permitted in *Institutional Areas* are permitted.



161. 3, 3A Strathearn Road

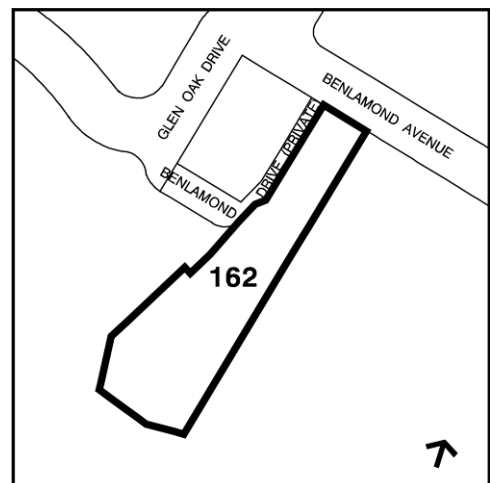
Development on 3 Strathearn Road will not exceed 1,111 square metres of gross floor area. Development on 3A Strathearn Road will not exceed 568 square metres of gross floor area.



162. 49 Benlamond Avenue

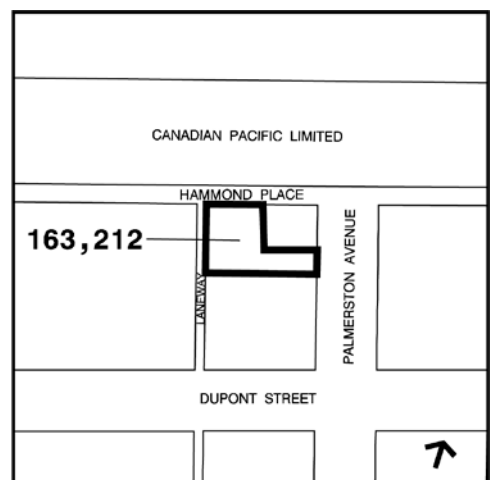
The conversion of the building containing 6 residential units and existing on August 24, 2001 to condominium is permitted provided that:

- a) the City is satisfied that none of the units are tenanted; and
- b) all of the owners of the building, including any shareholder households, have, in writing, expressed their support of the conversion.



163. 918 Palmerston Avenue

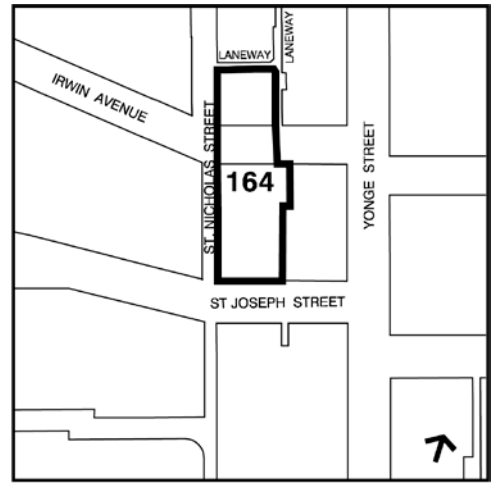
Residential uses are permitted.



164. 6 to 14 St. Joseph Street, 6 to 14 Irwin Avenue, 7 to 19 Irwin Avenue

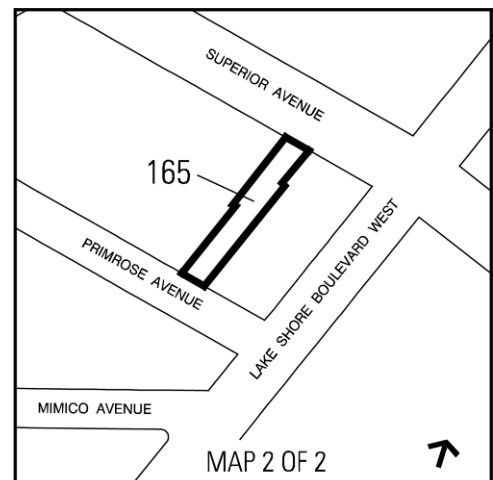
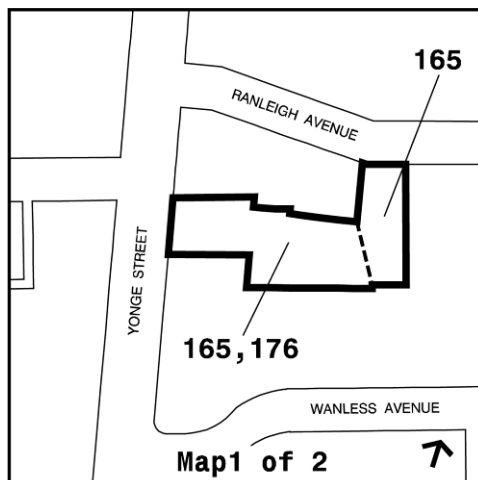
Commercial uses are permitted in existing buildings provided that for each building:

- a) where a building is designated under the *Ontario Heritage Act*, a Heritage Easement Agreement has been entered into to conserve the building;
- b) any alterations to the building exterior will be compatible with the architectural and heritage character of the area;
- c) commercial uses are restricted to the ground floor and basement levels, with no split level entrances to commercial uses;
- d) the building above the ground level is used only for residential units;
- e) commercial uses are limited to those which do not generate a high volume of noise or traffic or operate during evening hours; and
- f) the residential appearance is maintained.



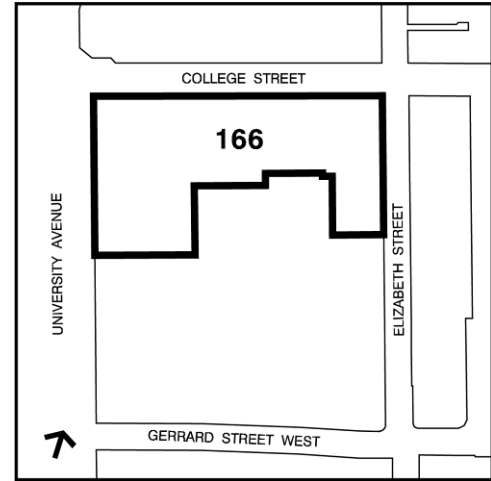
165. 3179 Yonge Street, 15 Primrose Avenue, and 16 Superior Avenue

A commercial parking lot is permitted.



166. Southeast Corner of College Street and University Avenue

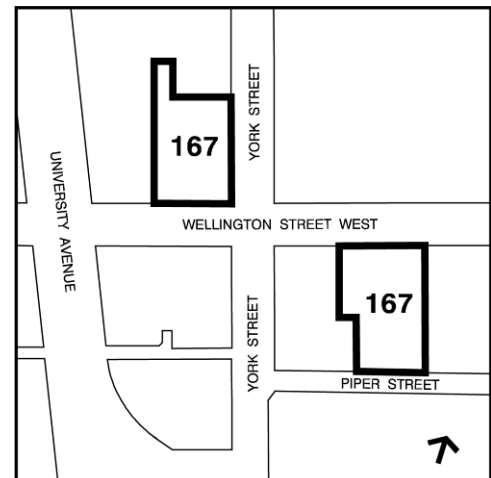
Residential uses are permitted.



167. 95 Wellington Street West and 70 York Street

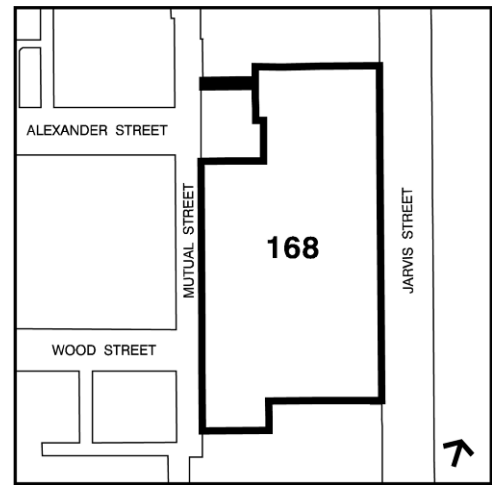
The transfer of 1,451 square metres of the non-residential density is permitted for the lands known as 95 Wellington Street West to the lands known as 70 York Street provided that:

- a) the maximum non-residential gross floor area permitted on 95 Wellington Street West lands is 32,084 square metres;
- b) the maximum non-residential gross floor area permitted on 70 York Street lands is 19,327.8 square metres; and
- c) the owner of the 70 York Street lands, at his/her sole expense and in accordance with a Heritage Easement Agreement, preserves, restores and maintains, as an integral part of the building on the 70 York Street lands, the façade of the building existing in the year 1988 on the lands formerly known as 74 and 76 York Street.



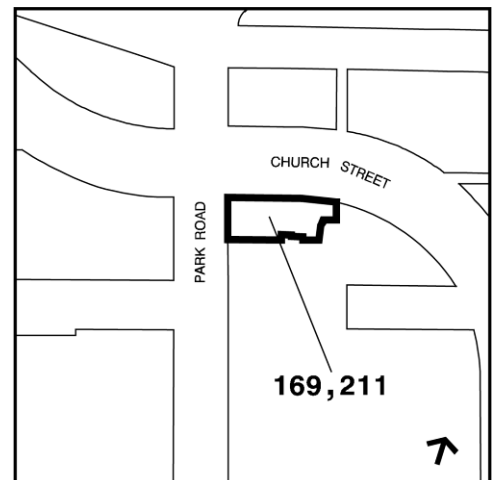
168. 354 and 404 Jarvis Street

A mix of commercial uses, uses permitted in *Institutional Areas* and residential uses are permitted.



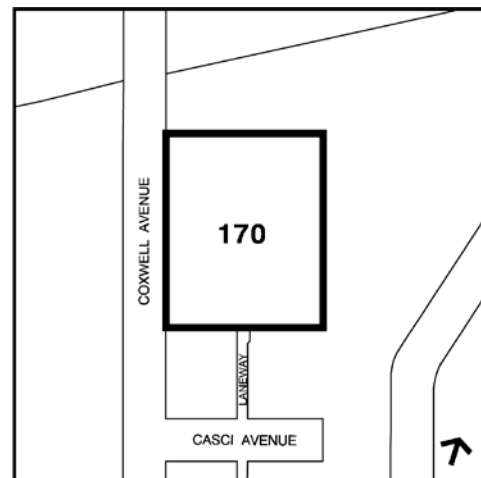
169. 21 Park Road

A non-profit resource centre, reference library, educational facility and accessory uses are permitted.



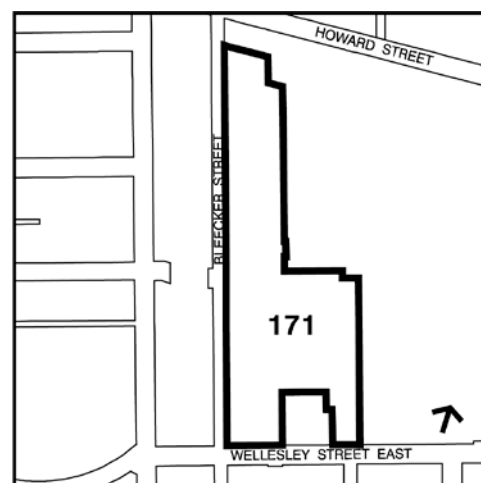
170. 419 and 425 Coxwell Avenue

An apartment building for social housing purposes, artist dwelling units and common studio and workshop space are permitted.



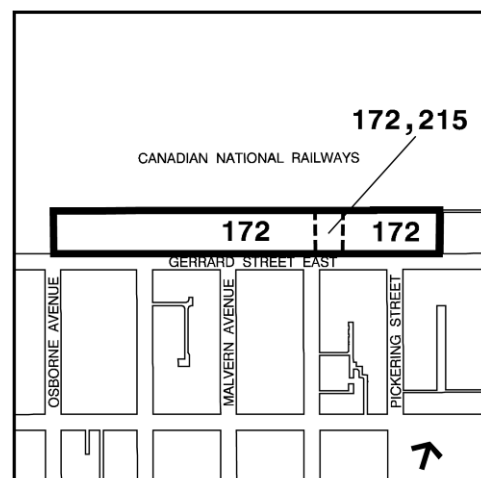
171. 275 Bleeker Street and 200 Wellesley Street East

A commercial parking lot is permitted in the underground garage.



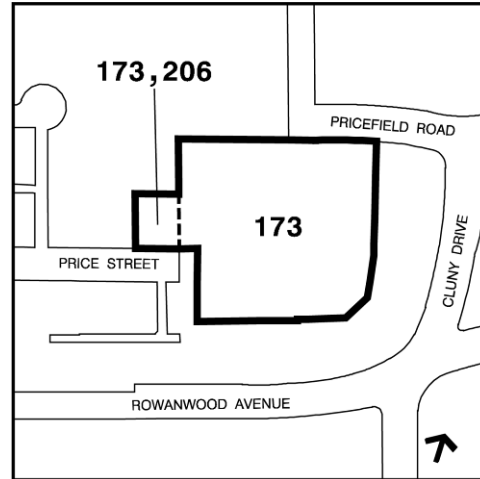
172. 2234 to 2366 Gerrard Street East

Industrial uses existing on November 26, 2002 are permitted.



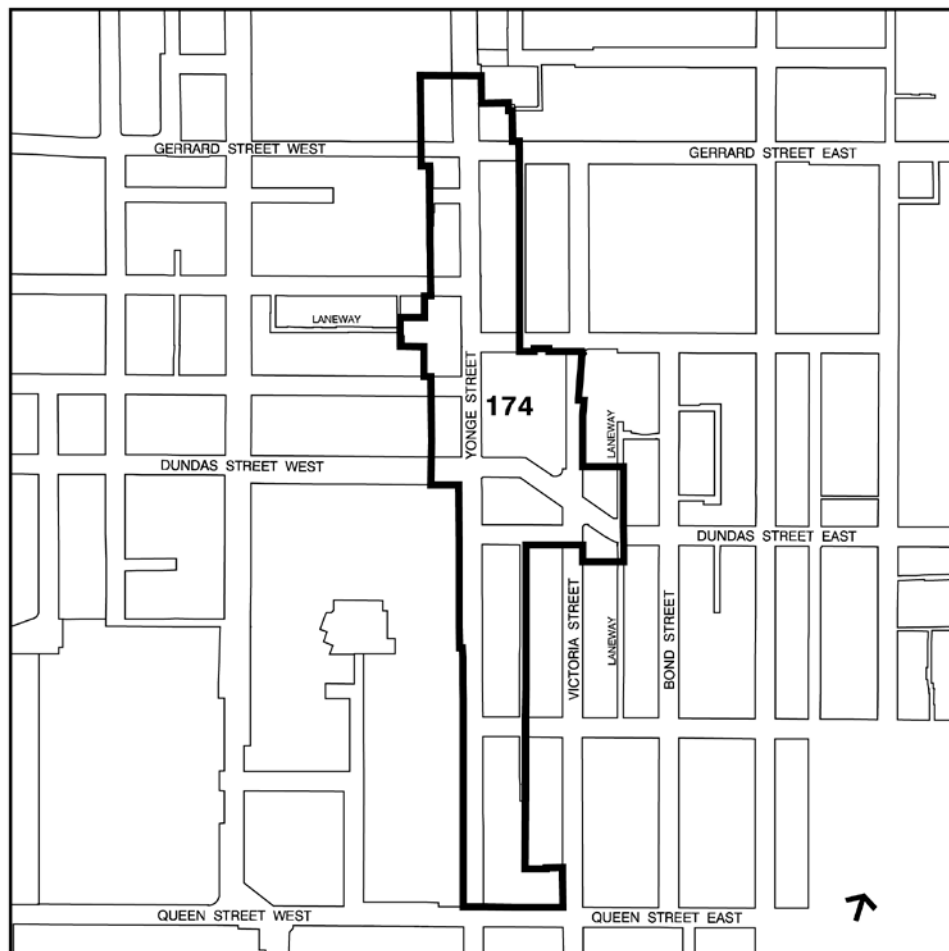
173. 30, 40 and 44 Price Street

A private racquet club is permitted.



174. Yonge Street Between Queen Street and North of Gerrard Street

a)



- i) Downtown Yonge Street is recognized as a prominent area in the City, an important retail street and a major shopping focus within the Greater Toronto Area. The promotion and enhancement of Downtown Yonge Street as a primary location for street-related retail and entertainment uses by attracting new investment to Downtown Yonge Street in the form of re-use of existing buildings and appropriate redevelopment will be achieved; and
- ii)
 - a) in order to increase the proportion and range of residents of the Greater Toronto Area and visitors who use Downtown Yonge Street, significant change to the environment of Downtown Yonge Street, as a retail and entertainment district is required;
 - b) lands in the vicinity of the intersection of Yonge and Dundas Streets will be recognized as the most appropriate and desirable location at which to achieve significant change;
 - c) the Yonge Dundas Redevelopment Project will have the following attributes:
 - i) strategically located buildings with appropriately designed and configured space for retail and entertainment uses;
 - ii) improvements to the public realm, including public open space and amenities such as wider sidewalks and underground pedestrian connections;
 - iii) high quality built form;
 - iv) opportunities for view corridors and landmark buildings with building elements such as signage and architectural treatments that create a focal point and a prominent place within Downtown Yonge Street at the commercial core of the City; and
 - v) appropriate visual and physical linkages between Yonge Street, the Redevelopment Project Lands, major mixed-use developments, such as the Toronto Eaton Centre and the Atrium-on-Bay, Ryerson University and surrounding areas;
 - d) changes to Downtown Yonge Street will be consistent with and enhance Downtown Yonge Street's special physical and experiential character, including the low scale of built form along Yonge Street between Dundas Square and Gerrard Street, the high level of pedestrian comfort, the varied and diverse storefront appearance of building facades and signage and the pedestrian orientation of the public realm;
 - e) the retention, conservation, rehabilitation, re-use and restoration of buildings listed on the City of Toronto's *Inventory of Heritage Properties* and those buildings designated pursuant to Part IV of the *Ontario Heritage Act* will be encouraged;
 - f) on the east side of Yonge Street, between Queen Street East and Dundas Street East, new development will be compatible with and enhance the historic buildings existing in this block with respect to height and the transition in scale from the high rise buildings south of Queen Street East to the lower buildings north of Queen Street East;

- g) streetscape improvements, additional pedestrian crossings and public amenities that promote Downtown Yonge Street as a pedestrian oriented retail and entertainment area will be supported;
- h) as a means of encouraging renewal and achieving objectives with respect to automobile use minimization in the Downtown, by-laws may be passed to exempt certain retail, service and entertainment uses from providing parking; and
- i) when considering comprehensive redevelopment of land within Downtown Yonge Street that includes increases in height, density or both, which are subject to Agreements under Section 37 of the *Planning Act* and the policies of this Plan, the City may also consider such facilities, services or matters which will enhance Downtown Yonge Street as a pedestrian oriented retail and entertainment area including the provision of public open space and parking facilities accessible to the public.

b) Built Form Principles

- i) New development in Downtown Yonge Street will seek to maintain and enhance the quality, role and character of Yonge Street as set out in Section a) of this Site and Area Specific Policy. The following principles will be met when considering new development:
 - a) new buildings are located along property lines fronting on Yonge Street in such a way that they define and form continuous edges along the street;
 - b) the scale of new buildings is consistent with the height limits within the Area and respects the existing transition in height and scale between the buildings and height limits within the Area and the surrounding buildings and height limits;
 - c) the siting and organization of the lower levels of new buildings associated with the pedestrian realm should enhance the public nature of streets, open spaces and pedestrian routes; provide public uses which are directly accessible from grade level; encourage, where possible, servicing and vehicular parking to be accessed from rear lanes rather than from streets; and encourage the design and location of servicing and vehicular parking so as to minimize pedestrian/vehicular conflicts;
 - d) new buildings are sited and massed to meet adequate light, view and privacy standards;
 - e) new buildings achieve a harmonious relationship to their built form context through such matters as, but not limited to, building height, massing, scale, setbacks, stepbacks, roof line, profile and architectural character and expression;
 - f) new buildings and additions to existing buildings are articulated and massed in widths compatible with the narrow lot pattern dominant on Yonge Street between Gerrard and Queen Street; and

- g) new buildings and additions to existing buildings adjacent to Yonge Street are massed and designed to minimize the wind and shadow impacts on Yonge Street, flanking streets and open spaces.

c) Yonge Dundas Redevelopment Project Lands

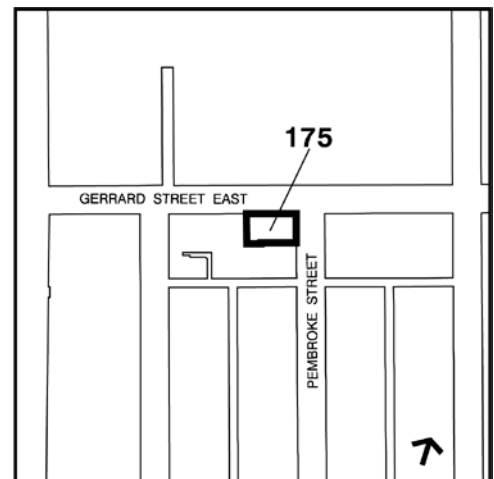
- i) The by-laws respecting the Yonge Dundas Redevelopment Project Lands for residential and non-residential buildings including parking facilities constructed below grade will specify development parcels and blocks within the Project Lands, specify the maximum residential and non-residential gross floor areas of permitted buildings and designate heights, appropriate built form parameters and building areas within each development parcel.

These by-laws may deem the whole of the Yonge Dundas Redevelopment Project Lands to be one lot, whether buildings or structures are erected on the Lands simultaneously or at intervals, whether or not they are connected above or below the natural level of the ground and regardless of any conveyances or easements having been carried out.

- ii) Zoning by-law amendment and site plan approval applications respecting these lands should be consistent with Built Form Principles and design guidelines that may be developed for the Yonge Dundas Redevelopment Project Lands.

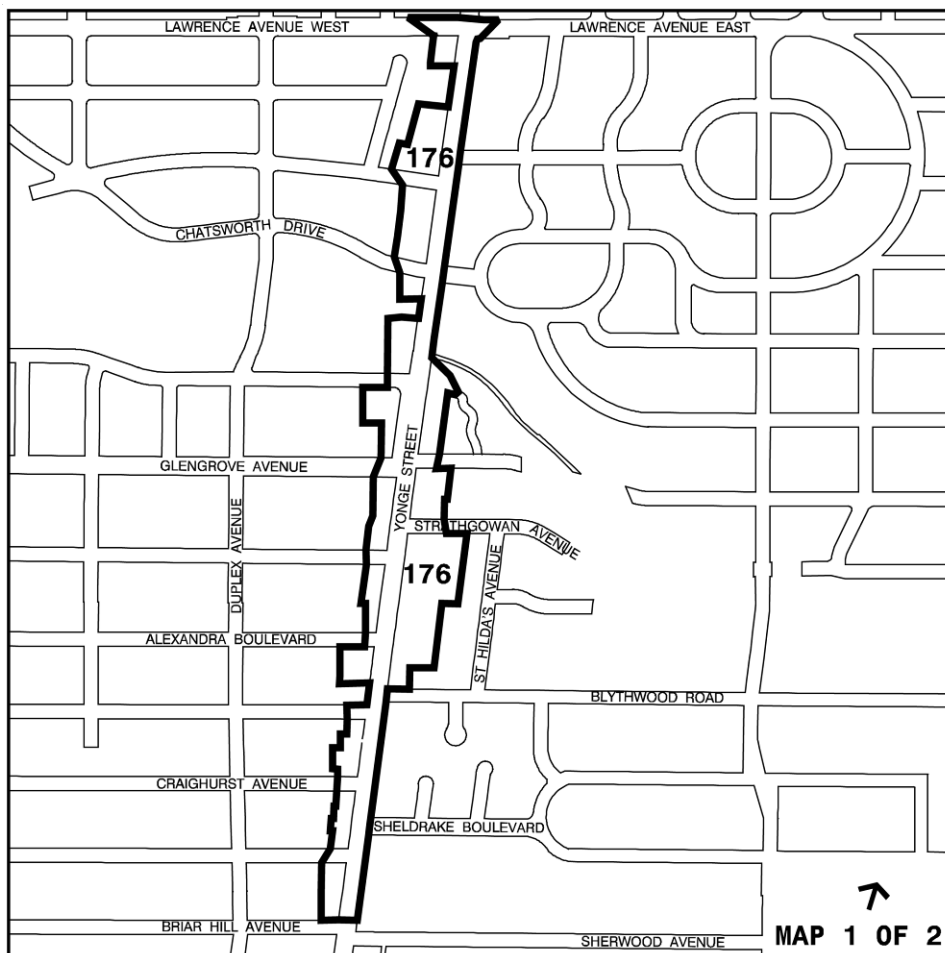
175. 169 Gerrard Street East

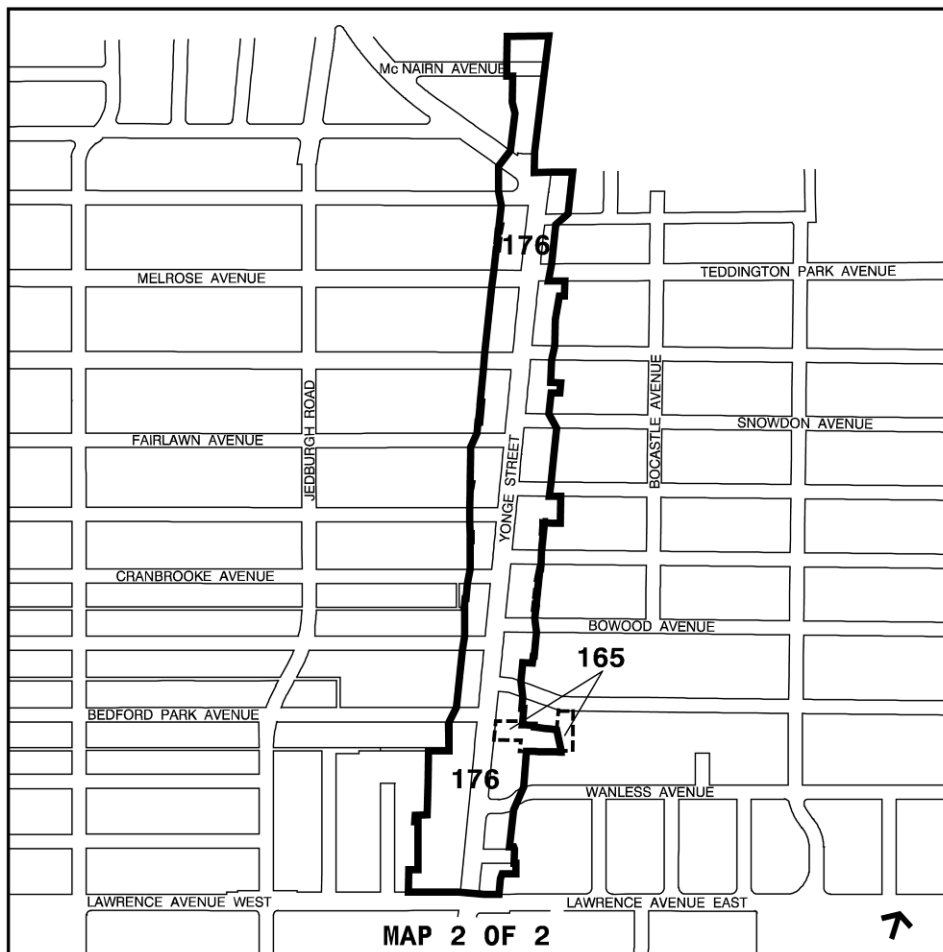
Office uses which principally involve solicitation of business over the telephone and by mail and which do not involve members of the public attending the premises in person on a day-to-day basis are permitted.



176. Yonge Street Between Briar Hill Avenue and Donwoods Drive

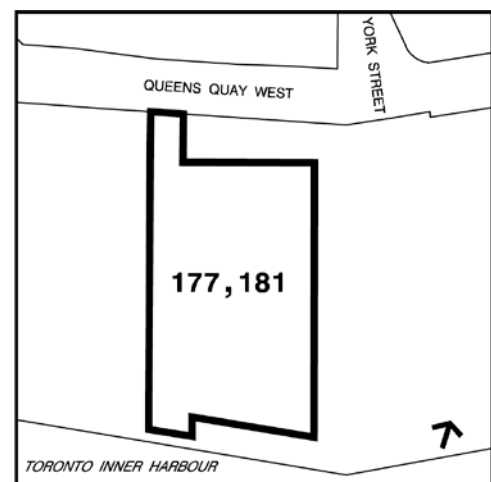
The lands are not intended as a retail commercial strip but will be regarded as predominately residential areas, within which a limited range and amount of locally oriented retail uses of a convenience nature, commercial uses and institutional uses will be permitted.





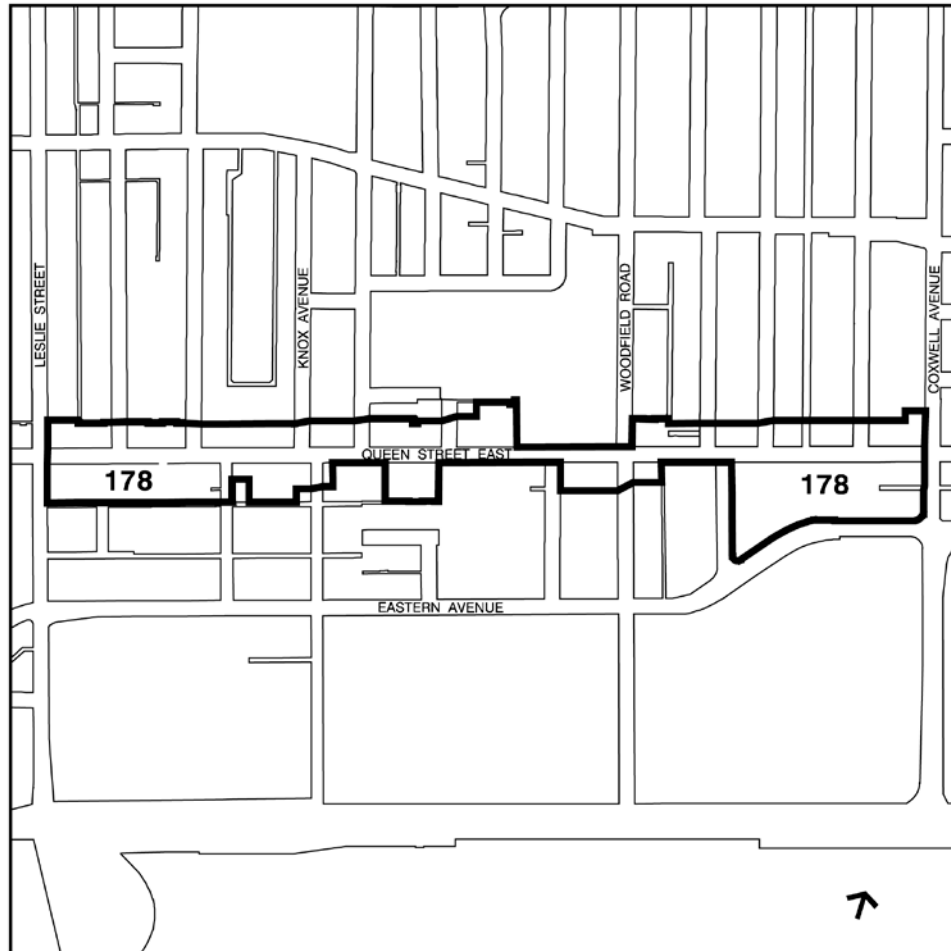
177. 207 and 211 Queens Quay West

- a) Industrial uses are permitted provided that they not exceed 10 per cent of the total floor area.
- b) Industrial uses will be compatible with existing or proposed adjacent and neighbouring residential, commercial and/or institutional uses.



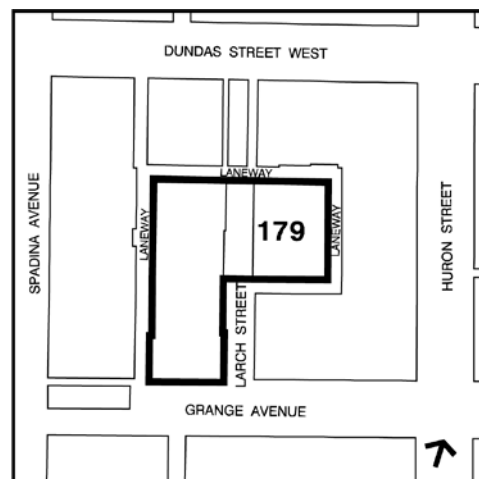
178. Queen Street East Between Leslie Street and Coxwell Avenue

Industrial uses are permitted.



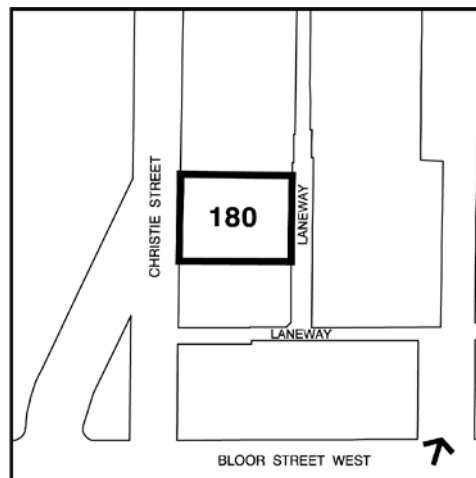
179. 15 Larch Street and 76 Grange Avenue

A commercial parking structure is permitted.

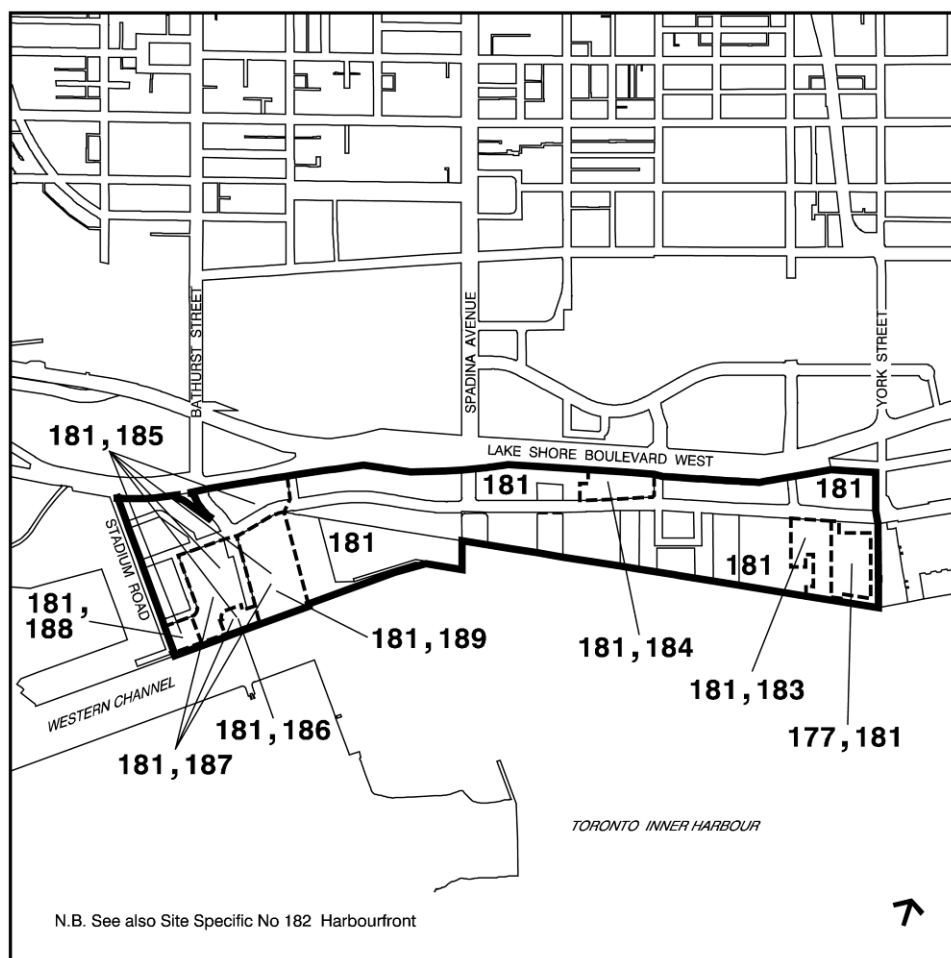


180. 9 – 17 Christie Street

An apartment building is permitted.

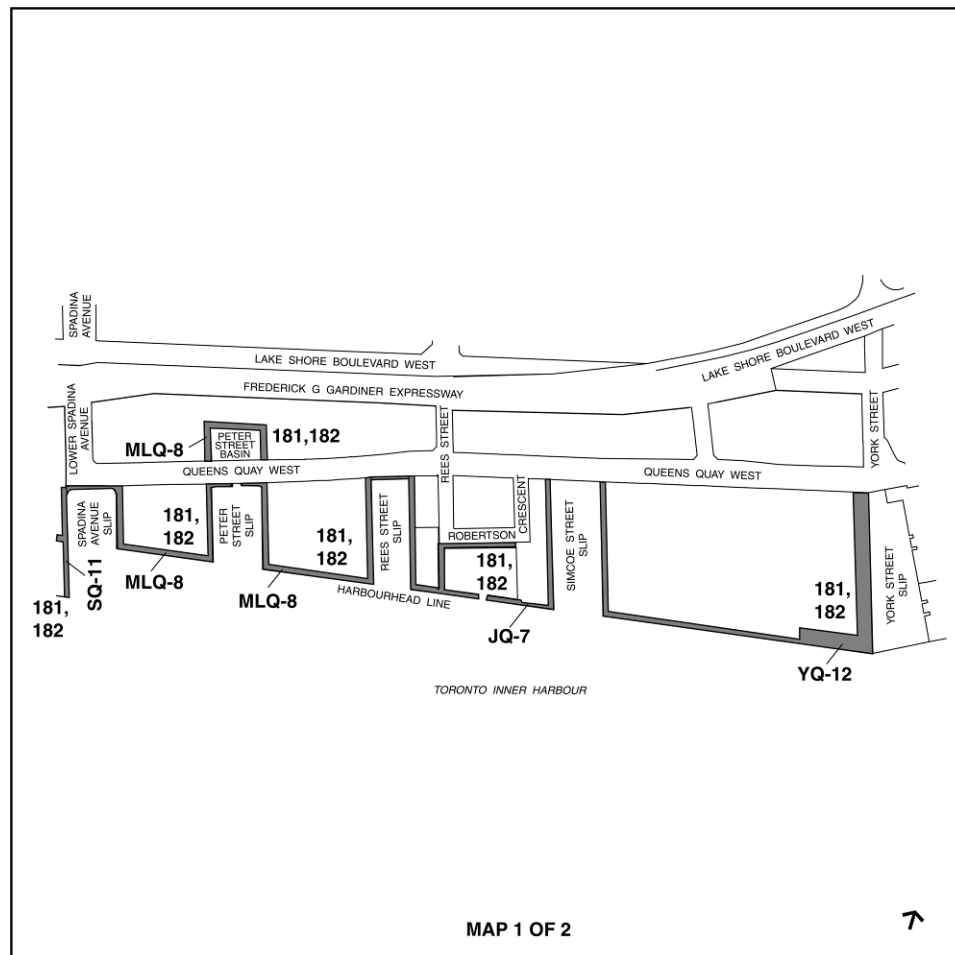


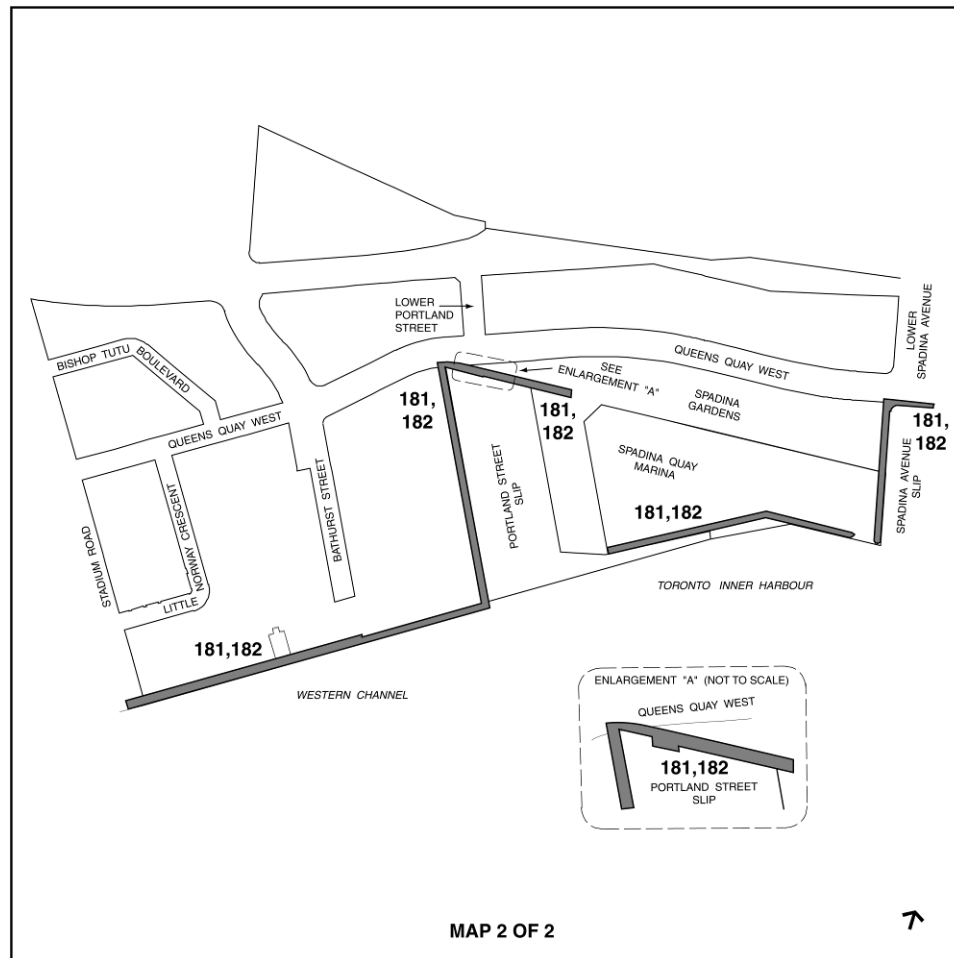
181. Harbourfront



- a) In recognition of the unique recreational opportunities which the waterfront provides, a wide range of water and water-related activities that are accessible to the public at Harbourfront will be encouraged.
- b) Harbourfront will be developed to appeal to residents and a wide range of visitors and will contain a range of public park uses and recreational uses that will be attractive to the general public.
- c) Water lots adjacent to Harbourfront will accommodate uses such as mooring of boats, marinas and a deck or a bridge, provided that such uses are compatible with the adjacent Waters Edge Promenade and adjacent *Parks and Open Space Areas*.
- d) Harbourfront is exempt from any by-law enacted under Section 42 of the *Planning Act*, requiring the conveyance of land for park and other public recreational purpose as a condition of development or redevelopment of land.
- e) No parking facilities other than those incorporated in a building or structure will be developed on any lot in Harbourfront.

182. Harbourfront

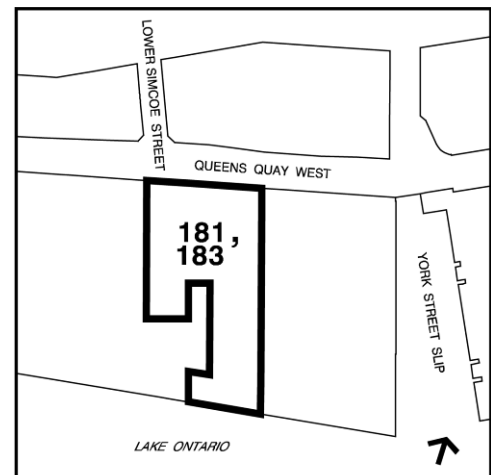




The Water's Edge Promenade located adjacent to the water's edge will be 7 metres in width, generally free and clear of obstructions and open to the sky. It will be developed along the entire water's edge in Harbourfront and will be maintained as a connecting link for other public parks, open spaces, buildings and activities in Harbourfront and adjacent areas along the water's edge.

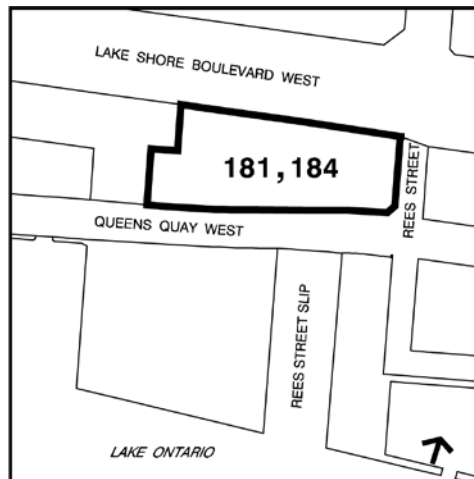
183. 225 Queens Quay West

- Below grade parking of up to 400 spaces is permitted provided that regard is had for the impact of such below grade parking on the parkland on the property and other adjacent uses, as well as access from Queens Quay West, and adjacent uses.
- The extension of the Queens Quay Terminal into the property is permitted, provided that the addition is of a character and built form which achieves an edge along the eastern limit of the park of a scale and character that enhances the park and is compatible with the architecture, quality and historic significance of the Queens Quay Terminal building.



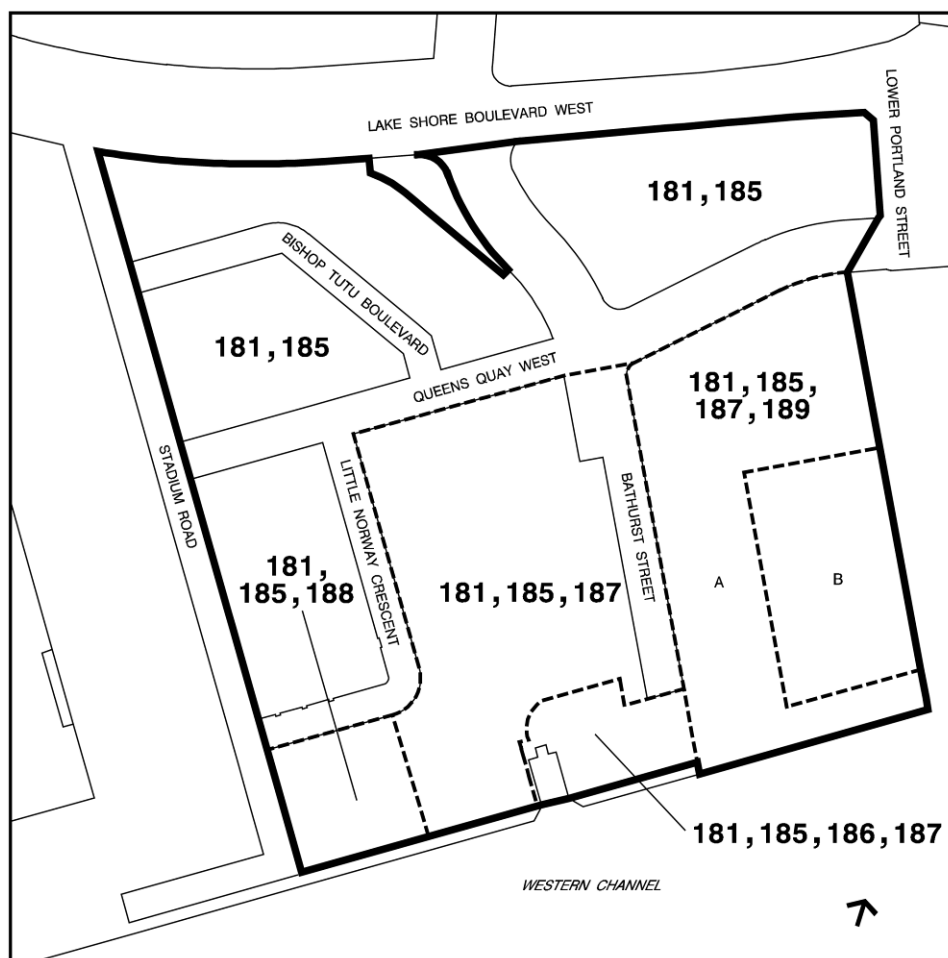
184. 318 Queens Quay West

Retail uses existing on May 3, 1993, ancillary retail uses, below grade parking and a temporary surface parking lot are permitted.



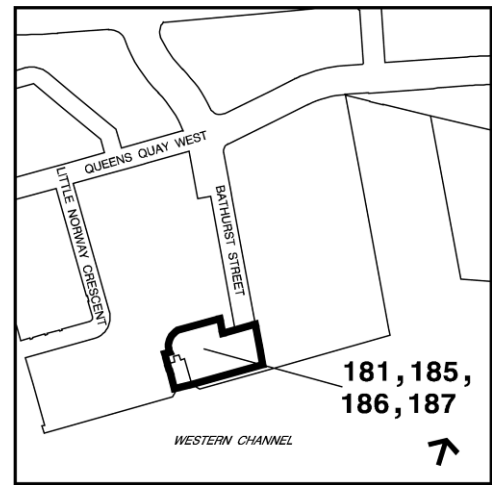
185. Bathurst Quay

Parking and access facilities for the City Centre Airport Lands are permitted.



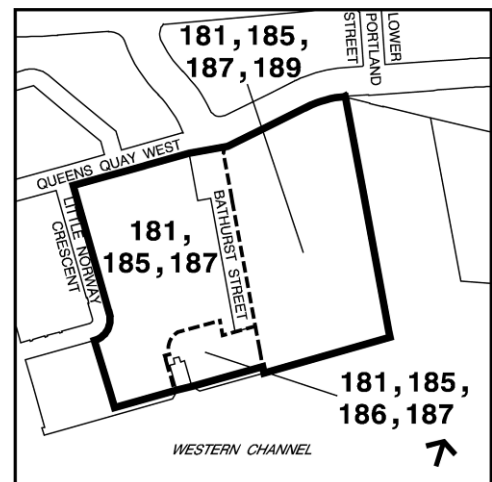
186. 4 Eireann Quay

A 'Ferry Slip' is permitted for the Ferry Services to the City Centre Airport.



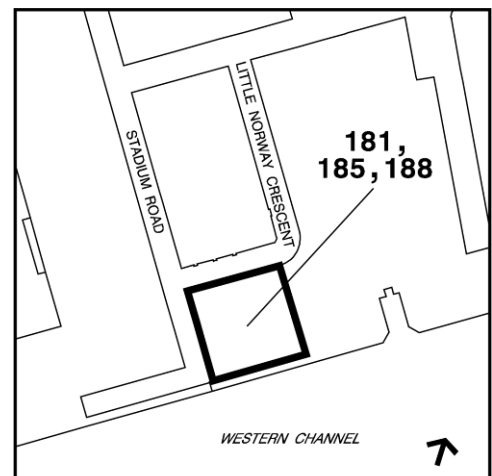
187. 585 - 659 Queens Quay West and 4, 5 and 10 Eireann Quay

Surface parking lots that provide parking for the City Centre Airport are permitted. Such surface parking may be replaced by a permanent below grade parking structure containing not more than 400 parking spaces for the City Centre Airport.



188. 11 Stadium Road

A temporary surface parking lot is permitted.



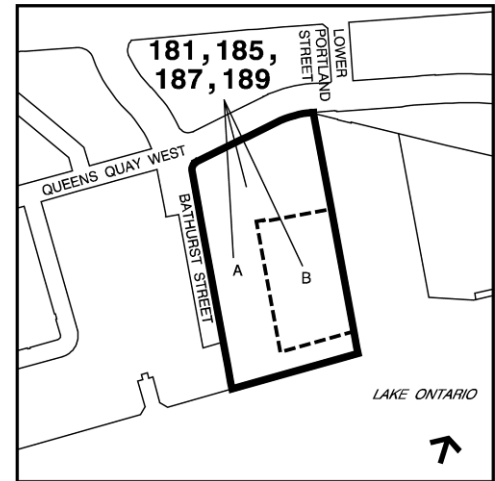
189. 5 Eireann Quay and 585-627 Queens Quay West

a) A detailed site planning study will be undertaken for Areas 'A' and 'B', having consideration for the following:

- i) the provision of public parks;
- ii) the potential retention and re-use of the Canada Malting buildings;
- iii) the provision of facilities for a community centre, elementary school, fire hall and other uses as appropriate, and where possible, the sharing of facilities;
- iv) the provision of parking for and access to the City Centre Airport; and
- v) development will have regard for the maximization of public park lands and connections to adjacent public parks.

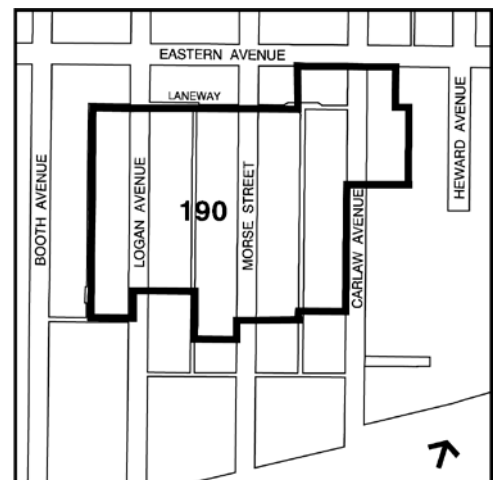
b) Within Area A community services and facilities, including a school, community centre and fire hall are permitted.

c) Within Area B institutional uses, including a community centre and an elementary school are permitted.



190. 42-120 and 59-125 Logan Avenue, 22-108 and 31-111 Morse Street, 26-88 and 63-103 1/2 Carlaw Avenue and 523-549 Eastern Avenue

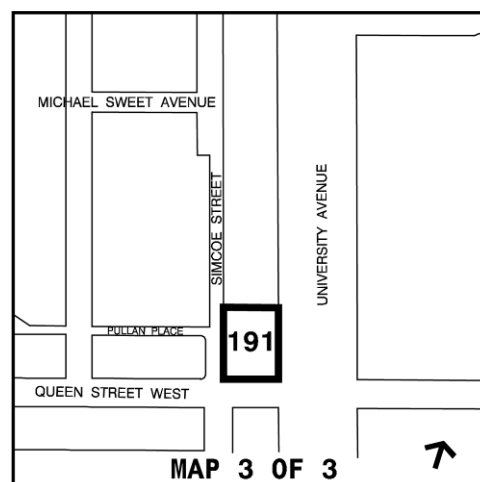
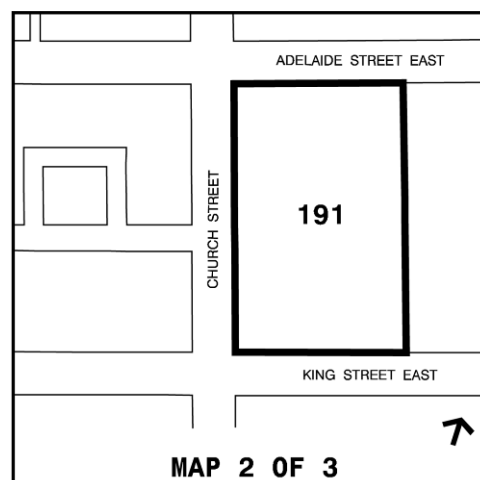
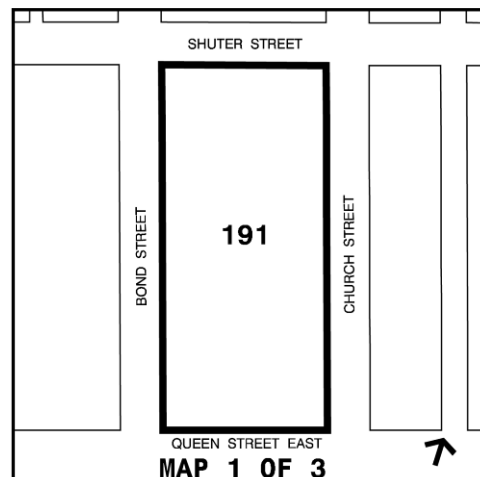
Residential uses existing on November 26, 2002 are permitted.



191. 56 Queen Street East, 106 King Street East and 330 University Avenue

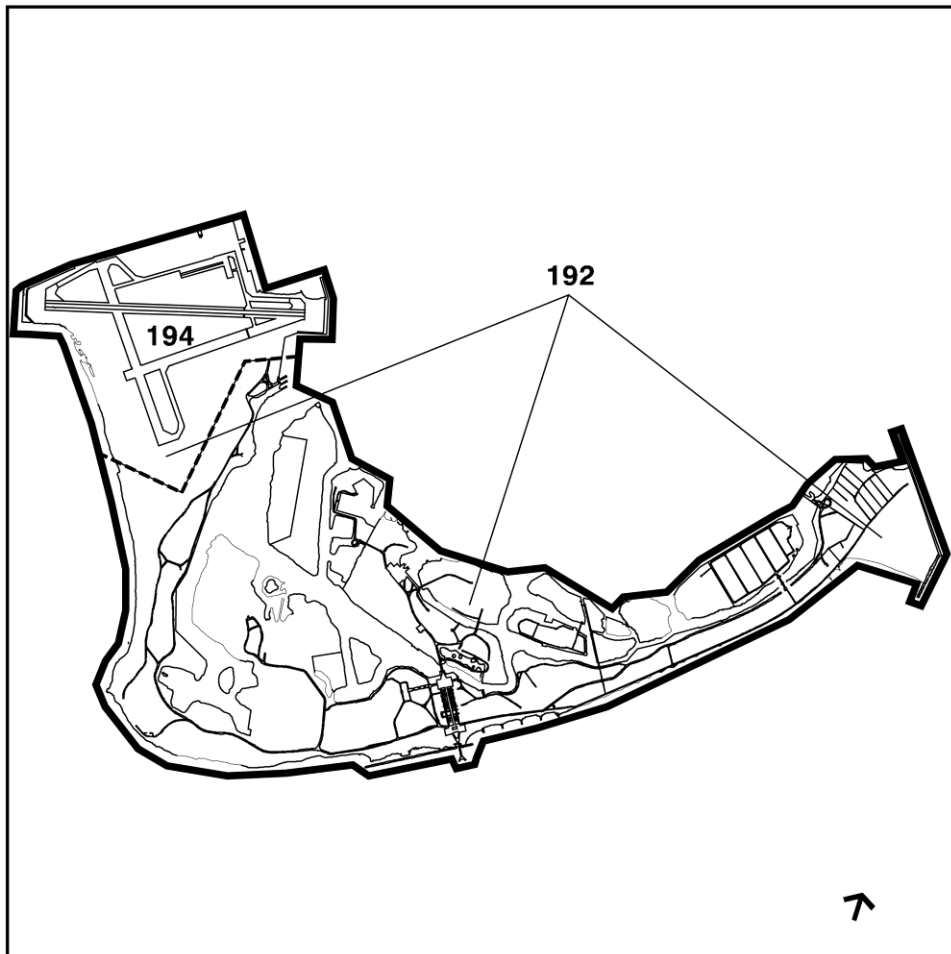
Density transfers from these heritage properties are permitted, provided that:

- a) the cumulative increase in permitted gross floor area on the receiving lot or lots will not be greater than the reduction in permitted gross floor area on the donor heritage property;
- b) the increase in permitted gross floor area on any single receiving lot will not exceed 1.0 times the area of the receiving lot, except for a density transfer from the heritage property at 106 King Street East to the receiving lot municipally known as 33-45 Lombard Street and 98, 104 and 110 Church Street in the year 2004 which will not exceed 15,100 square metres;
- c) notwithstanding subsection b), a density transfer from the heritage property at 56 Queen Street East and 51 Bond Street (as shown on Map 1 of 3) to the receiving lot, of not more than 19,000.75 square metres, is permitted;
- d) public access to the heritage open space is secured through a conveyance or a legal agreement;
- e) the owner of the donor heritage property agrees to spend the proceeds of the density transfer on the restoration and maintenance of the heritage buildings and open space and has a dedicated conservation fund prior to enactment of the by-law, for that purpose;
- f) any receiving lot is located within the *Downtown* and is not located within *Neighbourhoods* or *Parks and Open Space Areas*;
- g) any development proposed for the receiving lot implements the Built Environment policies of this Plan;
- h) all of the above matters will be secured through a legal agreement, prior to the enactment of the by-laws; and
- i) no lot may receive additional density under this provision more than one time.



192. Toronto Islands

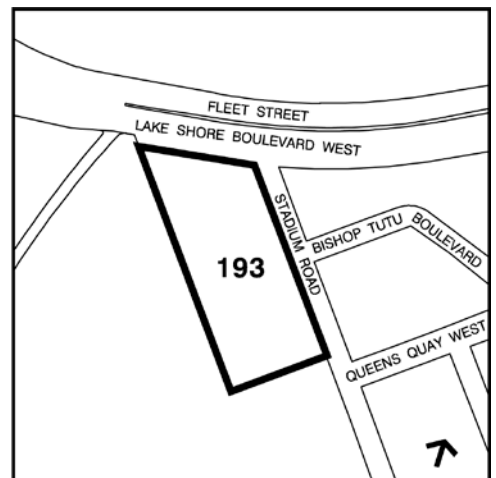
Public transport will be provided to the Toronto Islands all year round.



193. 637 Lakeshore Boulevard West

The floor area of the designated heritage building may be excluded from the calculation of gross floor area of a new development provided that:

- a) where only a portion of the designated building is retained, such portion contains features of historic or architectural value or interest;
- b) the relationship between the designated building, or portion thereof, and new development on the lot will be such that the quality and character of the designated building will be respected;
- c) the retention, maintenance, and use of the designated building, or portion thereof, are secured by the City by an



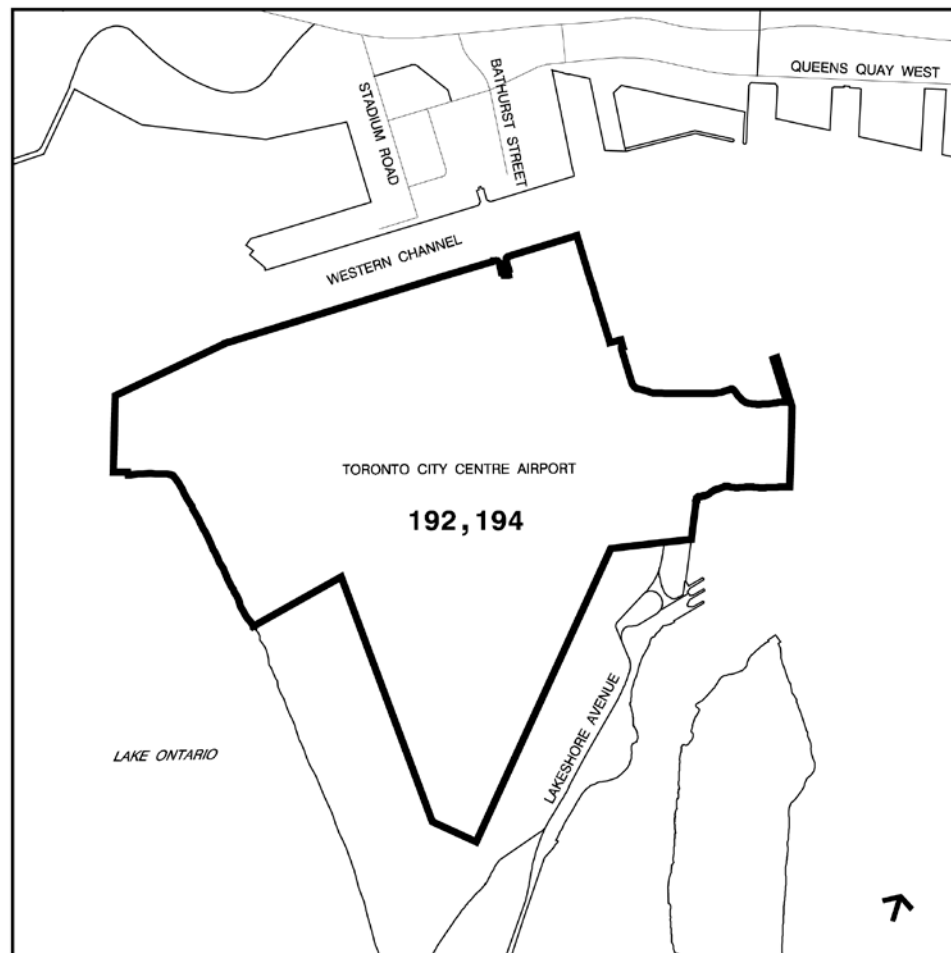
appropriate legal agreement;

- d) the total gross floor area on the lot does not exceed an amount determined on the basis of site-specific study; and
- e) any portion of the new development fronting onto Stadium Road frontage should be compatible in scale and character with existing and proposed residential development on the east side of Stadium Road.

194. City Centre Airport

Aviation uses are permitted provided that:

- a) the use will be in accordance with the provisions of the lease arrangement among the City, the Port Authority and the Government of Canada respecting the use of the airport for aviation purposes and uses incidental and accessory thereto;
- b) in the event that the airport on the City Centre Airport is closed, it is the policy to seek the immediate conversion of the lands on which the airport is located for parks, or parks and residential purposes, and uses incidental and accessory thereto; and
- c) further, the continued use of the airport lands for aviation purposes will be supported, exclusive of the

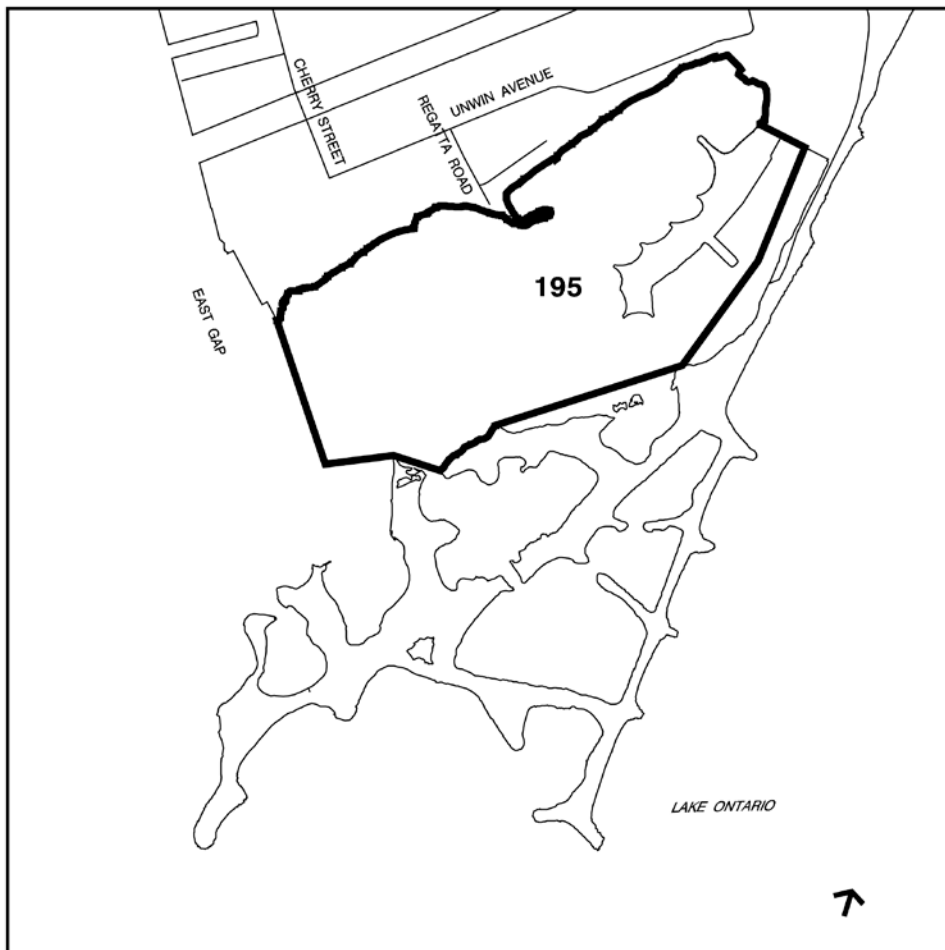


environmentally sensitive area on the west side of the airport lands, including protection of the existing flight paths. Revisions to the provisions of the lease agreement may be undertaken, provided that the City is satisfied that improvements to airport facilities and operations can be made without adverse impact on the surrounding residential and recreational environment.

195. The Outer Harbour

The Outer Harbour is the protected body of water located generally south of the Port Area and west and north of the Outer Harbour Headland, and includes any land that has been or may be created by lake-filling in this body of water. In recognition of the importance of retaining this water body for water-related activities and in order to ensure consistency with the lake-filling and other environmental policies of this Plan, the use of the water lots and/or any land created by lake-filling in the Outer Harbour is restricted to a bathing station and conservation lands and, before passing by-laws to permit any other uses, it will be ensured that the proposed uses conform with the policies of this Plan.

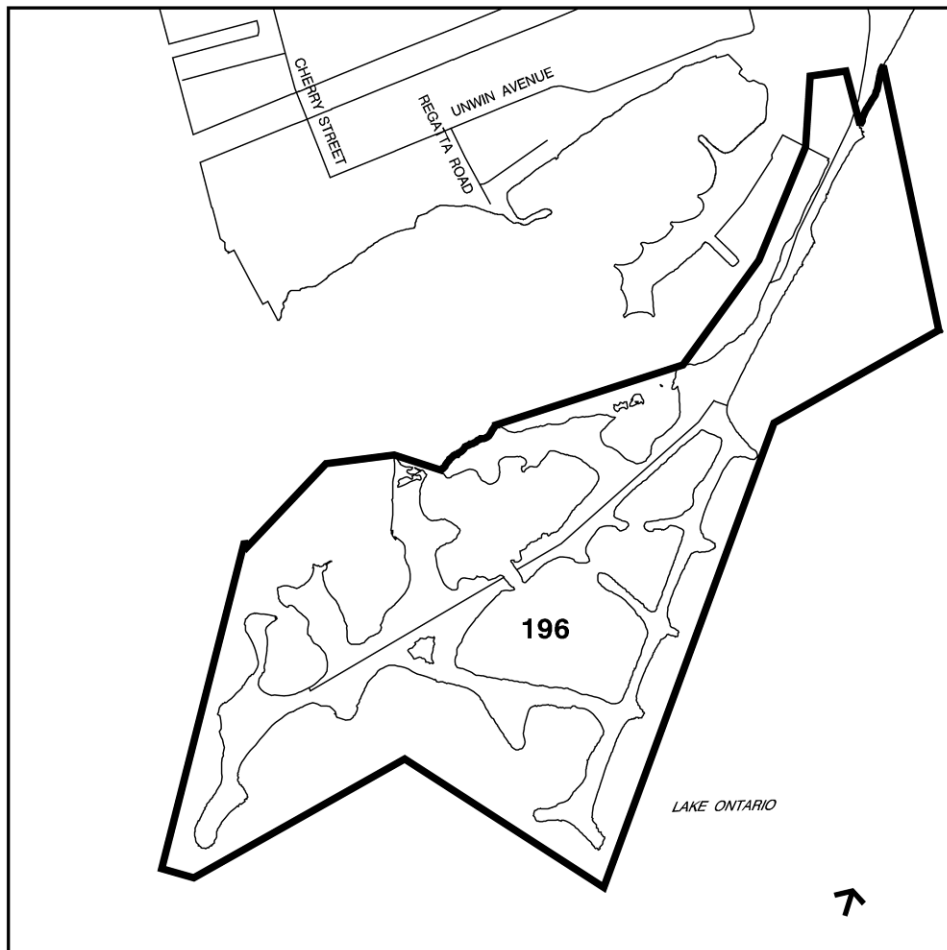
Notwithstanding the foregoing, none of the provisions of this Site and Area Specific Policy are intended to prevent the use of waterlots in the Outer Harbour by the Toronto Port Authority for port purposes, if required.



196. The Outer Harbour Headland

The Outer Harbour Headland will be used for year-round recreation purposes in a manner, which respects the natural vegetation and wildlife habitat characteristics of this area. The City will work with the Toronto and Region Conservation Authority and other appropriate agencies to prepare plans for the future development and use of the Outer Harbour Headland including any additional land to be created by lakefill. Proposals will be supported that:

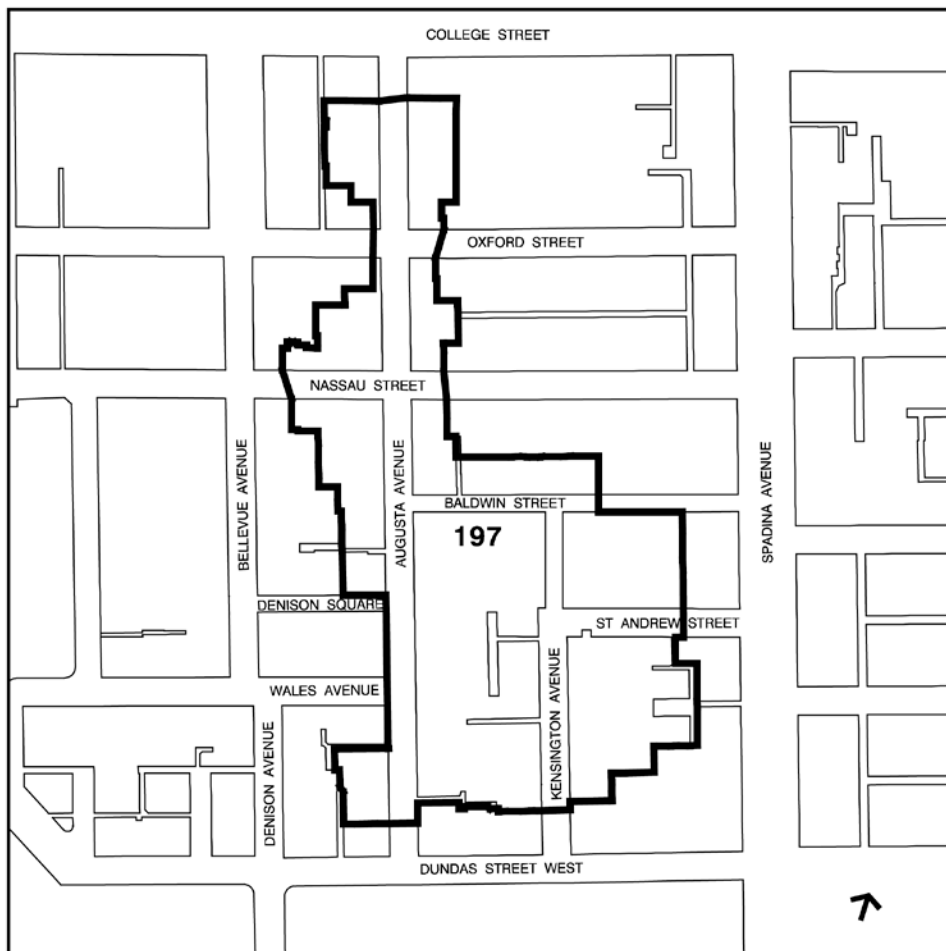
- a) ensure that roads and intensive activities do not adversely affect the character of the sensitive natural areas;
- b) permit public access, notwithstanding construction and fill activities;
- c) use parking located in adjacent areas of the Port Area;
- d) provide bicycle and pedestrian paths from Unwin Avenue to the tip of the Outer Harbour Headland;
- e) regulate private automobile traffic on the Outer Harbour Headland and encourage the use of non-motorized transportation and appropriate forms of public transit; and
- f) in the case of an undertaking related to access and facilities for an existing boat club on the Outer Harbour Headland, that an environmental impact study is completed or the undertaking has been the subject of a full Environmental Assessment.



197. Kensington Market

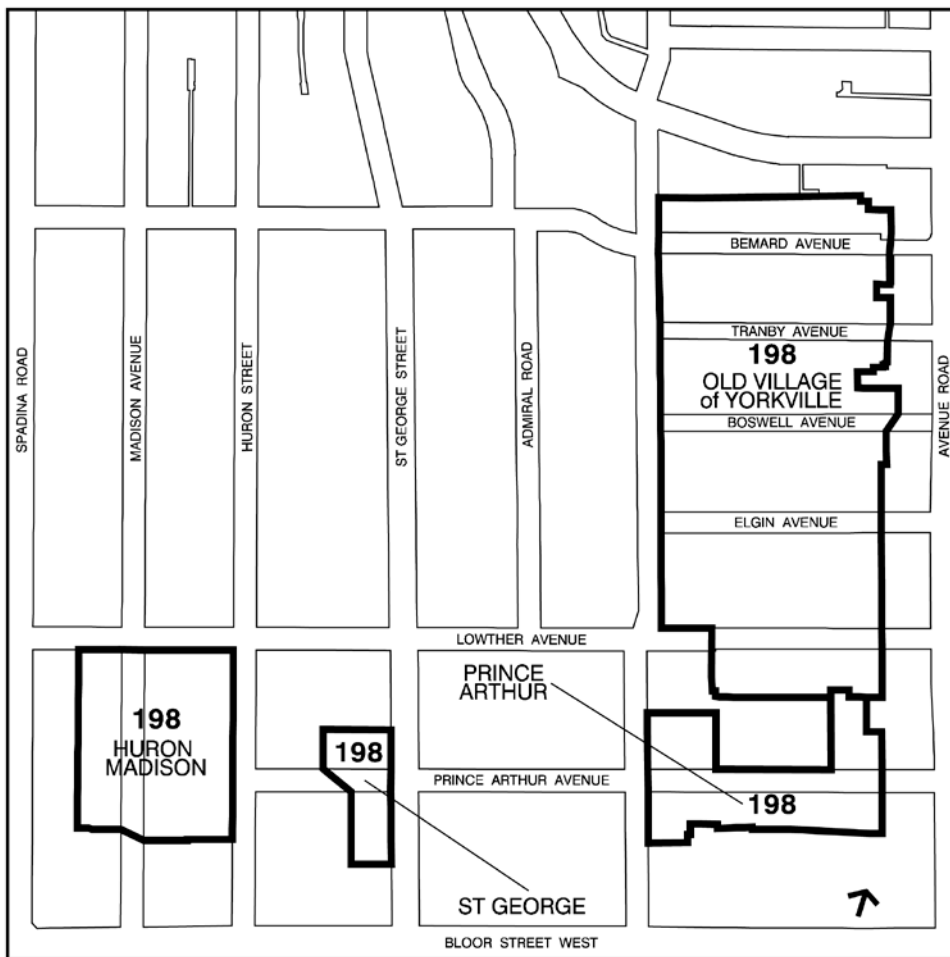
Any public or private developments and works should be consistent with the special characteristics of the area, including:

- a) low scale buildings with retail at grade;
- b) minimal setbacks; and
- c) open air display of goods on the boulevard.



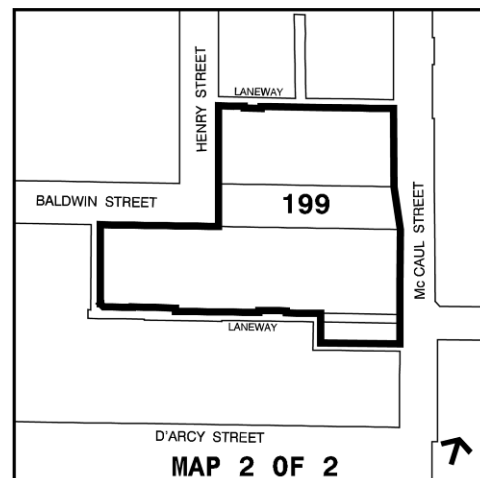
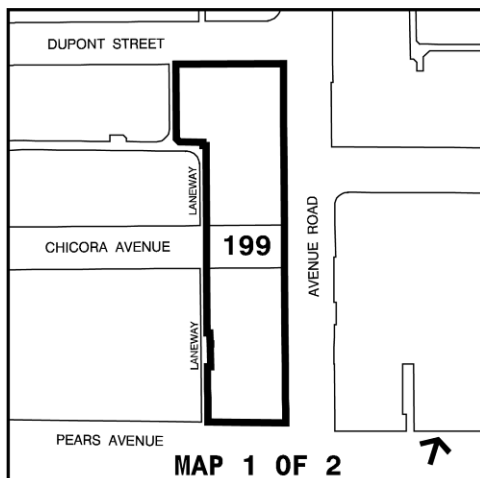
198. Portions of the Area Bounded by Bloor Street West, Avenue Road, Davenport Road and Spadina Road

- a) Residential, institutional and commercial uses are permitted in house-form buildings in the Huron-Madison Area, the St. George Area and the Prince Arthur Area. Development in these areas will conserve the valued heritage buildings, reinforce the architectural unity that characterizes each area, and maintain the character of the heritage landscapes.
- b) In the Old Village of Yorkville Area the heritage buildings and landscapes will be conserved and any development or redevelopment will be consistent with the special architectural and streetscape characteristics.



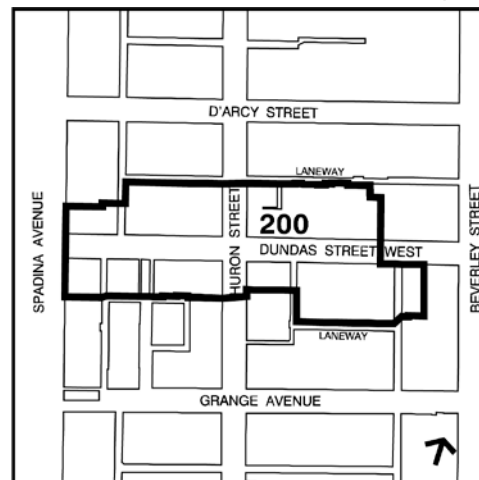
199. West Side of Avenue Road Between Pears Avenue and Dupont Street and 2-26 and 1-51 Baldwin Street and 164-170 McCaul Street

Development will take the form of street-related retail and service uses, and residential uses, in house-form buildings. Any changes, additions or new construction will respect the architectural and design character of existing buildings and be compatible with the scale of adjacent neighbourhoods.



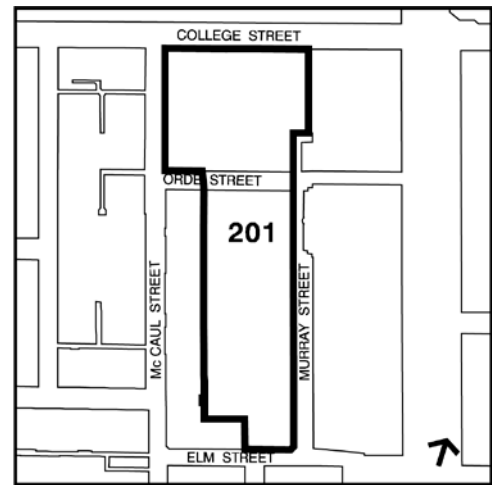
200. 283 and 285 Spadina Avenue, and 393-479, and 396-484 Dundas Street West

Development will be compatible in form and character including decorative elements, with the three and four-storey buildings generally built to the street line often with closely spaced split level entrances to the sidewalk.



201. 149-155 Dundas Street West, 255 McCaul Street, 18 Orde Street and 2-60 Murray Street

Office uses are permitted through a zoning by-law amendment, provided the gross floor area does not exceed the amount permitted for the institutional office purposes.



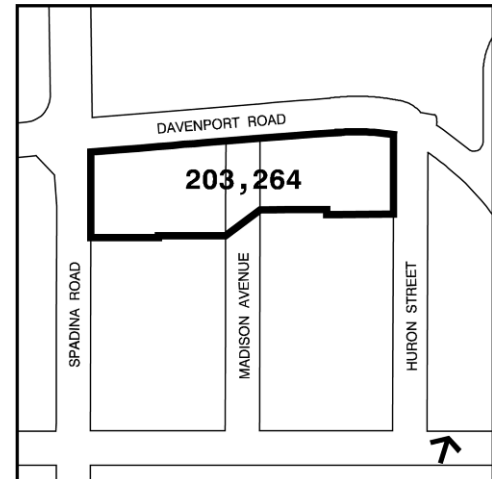
202. Lands Bounded by College Street, Simcoe Street, Queen Street West and Spadina Avenue



Commercial parking garages may be permitted in *Mixed Use Areas* at a density of up to 3.0 times the lot area, and on lots fronting on Spadina Avenue between Dundas Street West and Queen Street West at a density of up to 5.0 times the lot area through a zoning by-law amendment.

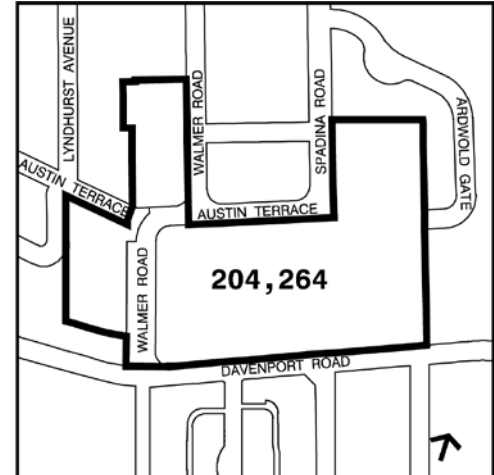
203. South of Davenport Road Between Spadina Road and Huron Street

Only residential and office uses, community services and facilities are permitted to a maximum density of 1.5 times the lot area.



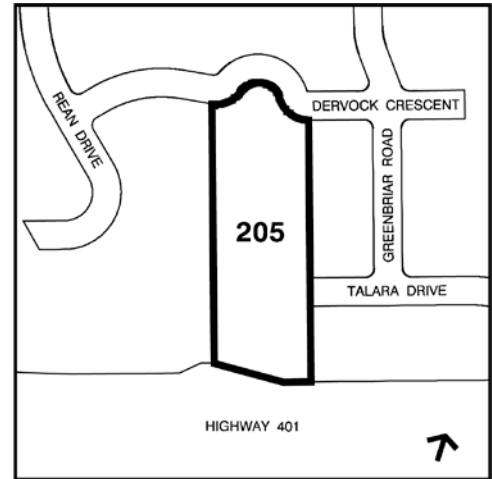
204. 1 and 5 Austin Terrace, 285 Spadina Road and 328-330 Walmer Road

- a) Permitted uses will reflect the Casa Loma areas historic and architectural importance to the City, serving as a resource for community activities, tourism and other public uses, and containing commercial uses appropriate to its role, residential uses, institutional uses and park uses.
- b) Further development on the property will provide a comfortable fit with the natural and historical setting, and be sensitive to the retention of site amenities, including existing tree cover and views to the extent possible. The scale of development will not generate excessive parking needs, such that parking facilities dominate natural site characteristics.
- c) Further development, uses and activities on the site will not adversely impact the surrounding residential community.
- d) The use of the escarpment slope for passive recreation purposes will be encouraged through the provision of benches, pathways and improved pedestrian access particularly from the south.



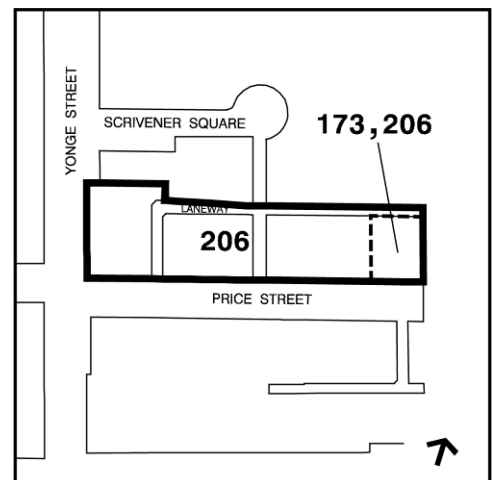
205. 11 Dervock Crescent and 75 Talara Drive

A maximum density of 2.0 times the lot area is permitted.



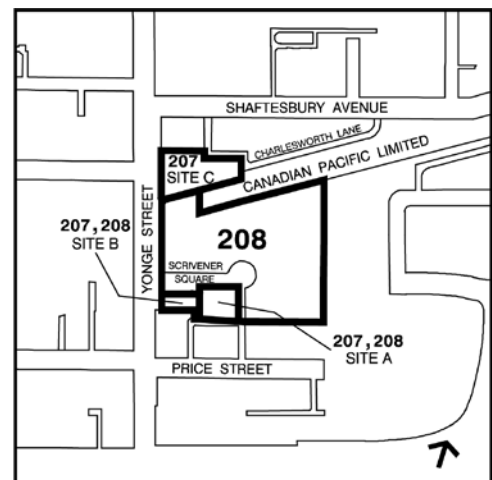
206. 1095 to 1107 Yonge Street and 8 to 40 Price Street

A mix of commercial, residential and institutional uses in low-rise form buildings generally in the range of three to five storeys are permitted.



207. 10R Price Street and Portions of Lands East of Yonge Street, South of Shaftesbury and North of Price Street

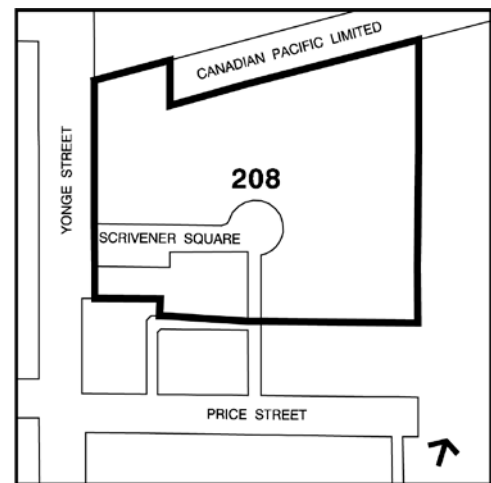
- a) The height of new buildings on sites A, B and C surrounding the historic North Toronto Railway station will not diminish or detract from its visual and physical prominence. Accordingly, the heights of new buildings are considered in direct relation to the form and scale of the North Toronto Railway Station.
- b) The siting of new buildings on sites 'A', 'B' and 'C' will permit significant views of the clock tower along Yonge Street, as described in the Urban Design Guidelines;



- c) Adequate separation will be provided between the North Toronto Railway Station and any new buildings or structures on sites 'A', 'B' and 'C'.
- d) Development on Sites 'A' and 'B' should have vehicular access from Price Street.
- e) Development on Site 'A', also known as 10R Price Street, containing a maximum of 3,000 square metres of residential gross floor area, a maximum of 2,400 square metres of non-residential gross floor area, or a maximum combined residential and non-residential gross floor area of 3,430 square metres is permitted.
- f) Only non-residential uses are permitted on Site 'C'.

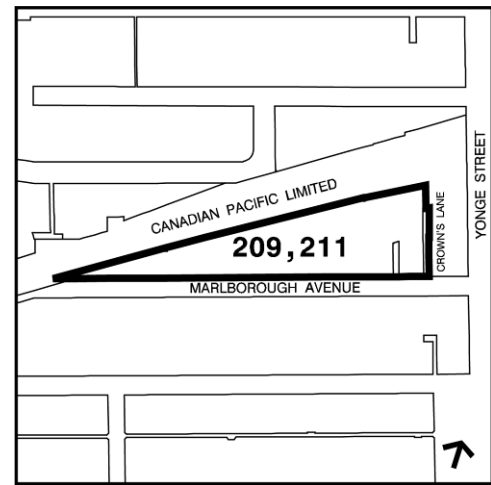
208. East of Yonge Street, South of the Summerhill Rail Corridor and North of Price Street

- a) The historic North Toronto Railway Station will be conserved and restored. An urban forecourt will be provided that will enhance the Railway Station's setting and reinforce its role as an important Toronto landmark.
- b) In order to create a safe pedestrian environment, vehicular access to parking and loading facilities will not be permitted adjacent to the urban forecourt and all required development parking will generally be provided below-grade. All pedestrian access stairways to the below grade parking or facilities will generally be located outside the urban forecourt.
- c) A continuous, high-quality public sidewalk under the CP Rail bridge will be provided and maintained which is integrated with the overall pattern of public walkways and open spaces in the area. Retail uses will be encouraged under the CP Rail bridge within the North Toronto Railway Station building in conjunction with improved lighting, any feasible reduction of the CP Rail bridge width, and the provision of buffers against the effects of traffic along Yonge Street for pedestrians.
- d) Full development of the Yonge-Summerhill Area involves improvements to the existing transportation system and will encourage, among other matters, the provision of a second entrance to the Summerhill Subway Station from the area around the North Toronto Railway Station, south of the Summerhill Rail Corridor.
- e) Good pedestrian connections between the Station District and the Summerhill Subway Station will be encouraged.
- f) In the event the existing Summerhill Rail Corridor is used for commuter rail purposes:
 - i) a publicly accessible commuter rail passenger drop-off will be established concurrently in the area south of the Rail corridor near the North Toronto Railway Station; and
 - ii) a publicly accessible pedestrian connection will be created between the Summerhill Subway Station and the new commuter rail service.

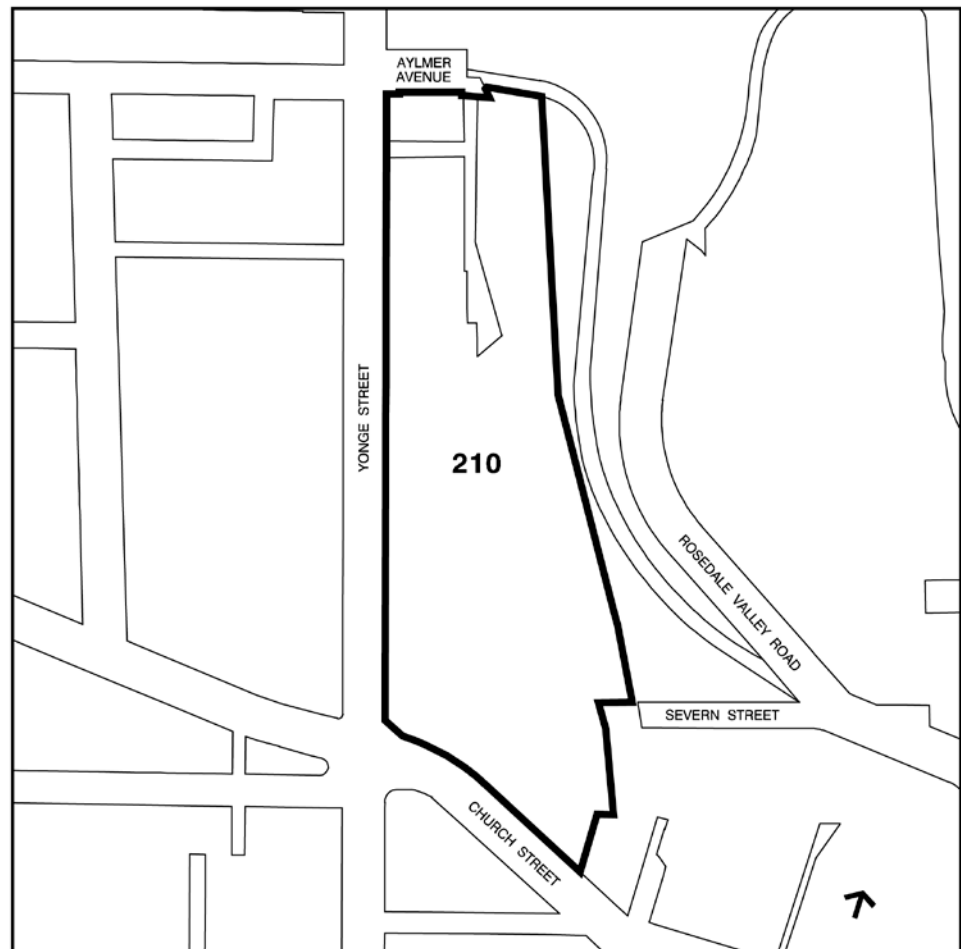


209. Lands Bounded by Avenue Road, Marlborough Avenue, Yonge Street and the Canadian Pacific Railway

Public or private recreational facilities are permitted.



210. 835-931 Yonge Street



Development will have regard for:

- a) shadowing of the Rosedale Ravine area;
- b) the buildings scale and form as seen from the Ravine;
- c) the provision of pedestrian routes from the Ravine to Yonge Street;
- d) the preservation of views into and out of the Ravine; and
- e) the reinforcement of the traditional Yonge Street scale with 2 to 3 storey buildings.

211. Bloor Yorkville/North Midtown Area

Context

The Bloor-Yorkville/North Midtown Area is composed of a broad mix of districts with differing intensities, scales and heights in a diversity of building forms. The area includes *Neighbourhoods*, *Apartment Neighbourhoods*, Areas of Special Identity (as identified on the following Schedule), *Mixed Use Areas*, and open space provided by parks and ravines. It forms the north edge of the Downtown and provides for transition in density and scale towards the boundaries of the area from the more intensive use and development forms to the south and within the Height Peak at Yonge and Bloor Streets shown on Map 2. This transition is important to reinforce the diversity of built form and use, to foster the stability of *Neighbourhoods*, and to minimize conflicts between commercial or mixed use areas and residential neighbourhoods. The intended character of specific areas and the planned transition in heights, use and built form, is described in the following sections.

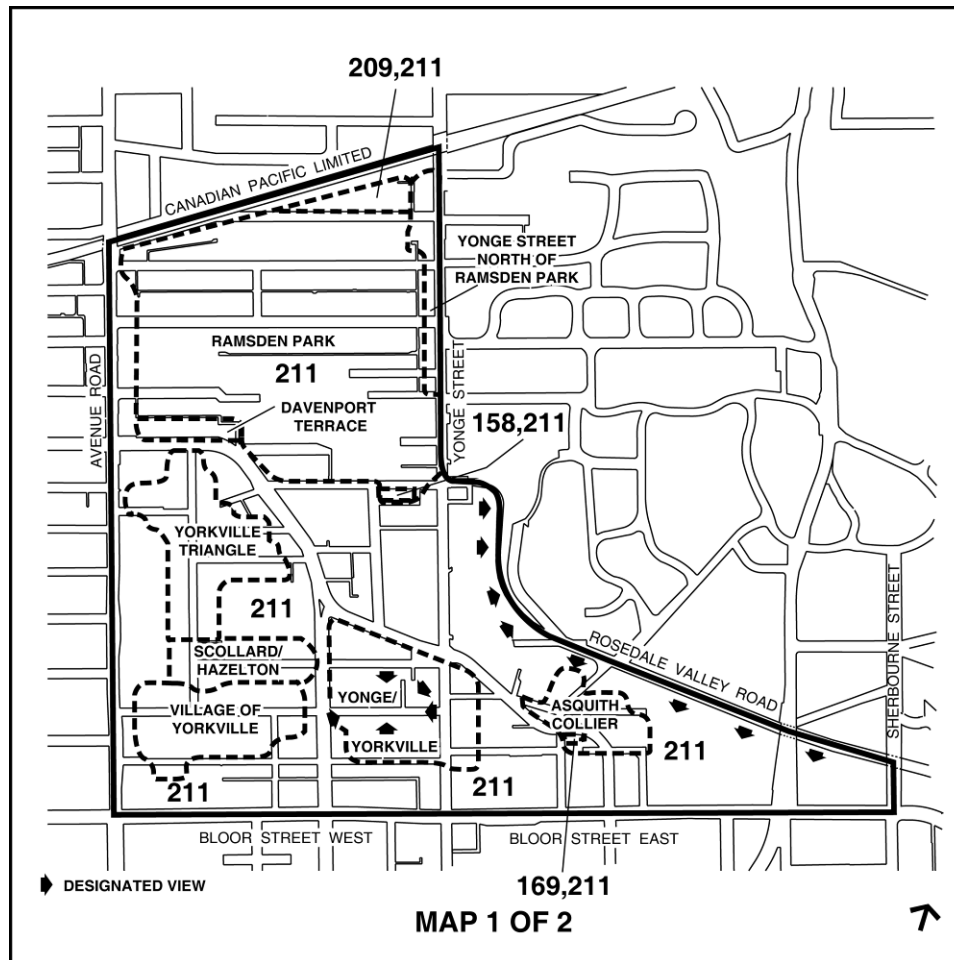
a) *Neighbourhoods* Ramsden Park, Yorkville Triangle & Asquith-Collier

New development in the Ramsden Park, Yorkville Triangle and Asquith-Collier *Neighbourhoods* will respect and reinforce the stability and the established low-rise character of these areas containing tree-lined streets and houses of two and three storey height, consistently setback from the street line. All new development will be contextually similar and appropriate to the individual settings, patterns of development, unique features, architectural and landscape character, and heritage significance within these areas.

Developments on sites near these three *Neighbourhoods* will be designed with sufficient setbacks and transitions in scale, through means such as angular planes and step-downs in height, to adequately limit shadow, wind and privacy impacts upon nearby residences and the public realm. Commercial and mixed use development near to these three *Neighbourhoods* will be designed to adequately limit negative impacts on nearby residences with respect to, among other matters, noise, traffic, odours, intrusive illumination and the location and visibility of access and service areas.

b) *Mixed Use Areas*

The tallest buildings in the Bloor-Yorkville/North Midtown Area will be located in the 'Height Peak' area in the vicinity of the intersection of Bloor/Yonge Streets as shown on Map 2. These higher buildings are a landmark and skyline feature at the intersection of the City's two principal streets and two of its important rapid transit lines.



Building heights will step down from the Bloor/Yonge intersection within the *Mixed Use Area* in descending ridges of height along Yonge Street, Bloor Street and along portions of Avenue Road, Bay and Church

Map 1: Neighbourhoods, Areas of Special Identity and Designated Views

Streets shown as 'Height Ridges' on Map 2. Height and density permissions generally diminish the further one gets from Bloor Street. These height ridges provide a transition in scale from the 'Height Peak' at Yonge/Bloor and will be developed at a lesser height and physical scale than the Bloor/Yonge Height Peak, and in a form compatible with adjacent areas.

The northern portions of Avenue Road, Yonge Street and Davenport Road not shown as 'height ridges' on Map 2 are intended to have lower heights than areas within the 'Height Ridges'. The scale of buildings in these areas should be compatible with the adjacent *Neighbourhoods* and with portions of the Areas of Special Identity shown as 'Low Rise Areas' on Map 2. New development adjacent to *Neighbourhoods* or portions of Areas of Special Identity shown as 'Low Rise Areas' on Map 2, should be of a lesser scale and contextually appropriate and compatible with the adjacent low-rise areas.

The lowest heights in the Bloor-Yorkville/Midtown Area are in the *Neighbourhoods* and portions of Areas of Special Identity shown as 'low rise areas' on Map 2. Development in *Mixed Use Areas* adjacent or near to these 'Low Rise Areas' will be designed to adequately limit shadow, wind and privacy impacts upon these lower-scale areas through distance separation and transitions in scale including means such as angular planes and step-downs in heights.

c) Areas of Special Identity within Mixed Use Areas

Areas of Special Identity include the Village of Yorkville, the Yonge-Yorkville Area, Scollard Hazelton Area, Davenport Terrace and the Yonge St. Corridor north of Ramsden Park. Development in *Mixed Use* designations within these Areas or on sites that are proximate to these Areas will be strictly controlled to respect and reinforce the established character of these Areas of Special Identity. New development will be contextually appropriate to the Areas individual settings and development patterns through building height, massing, setbacks, rooflines and profile architectural expression as well as vehicle access and loading. Heritage buildings and features will be conserved and enhanced.

i) Village of Yorkville

Development will respect and reinforce the existing character of:

- low-scale buildings including converted houses with additions set back from the street line;
- contiguous retail shops and services with limited frontages along the street, with entrances often located a half level above or below the street level; and
- generous street furnishings and boulevard treatments.

ii) Scollard/Hazelton Area

Development will respect and reinforce the existing pattern and mix of shops, galleries, offices and dwellings in low-scale houseform buildings on small lots, and conserve and reinforce heritage buildings and features and implement the Heritage Conservation District policies.

iii) Yonge-Yorkville

Development will be compatible with the heritage buildings, protect views of the Fire hall tower, and minimize shadow impacts on Stollery Park.

iv) Davenport Terrace

Development will be consistent with the use, scale, front setback and architectural character of the existing three storey houseform buildings used for commercial office and retail uses. Development will not overshadow or have a built form that is incompatible with the residential area on Pears Avenue which is adjacent and at a considerably lower elevation. Commercial uses will be compatible with the adjacent residential area on Pears Avenue.

v) Yonge St. Corridor north of Ramsden Park

Development will respect and reinforce the existing character of mainly three storey buildings built to the streetline with shops at street level.

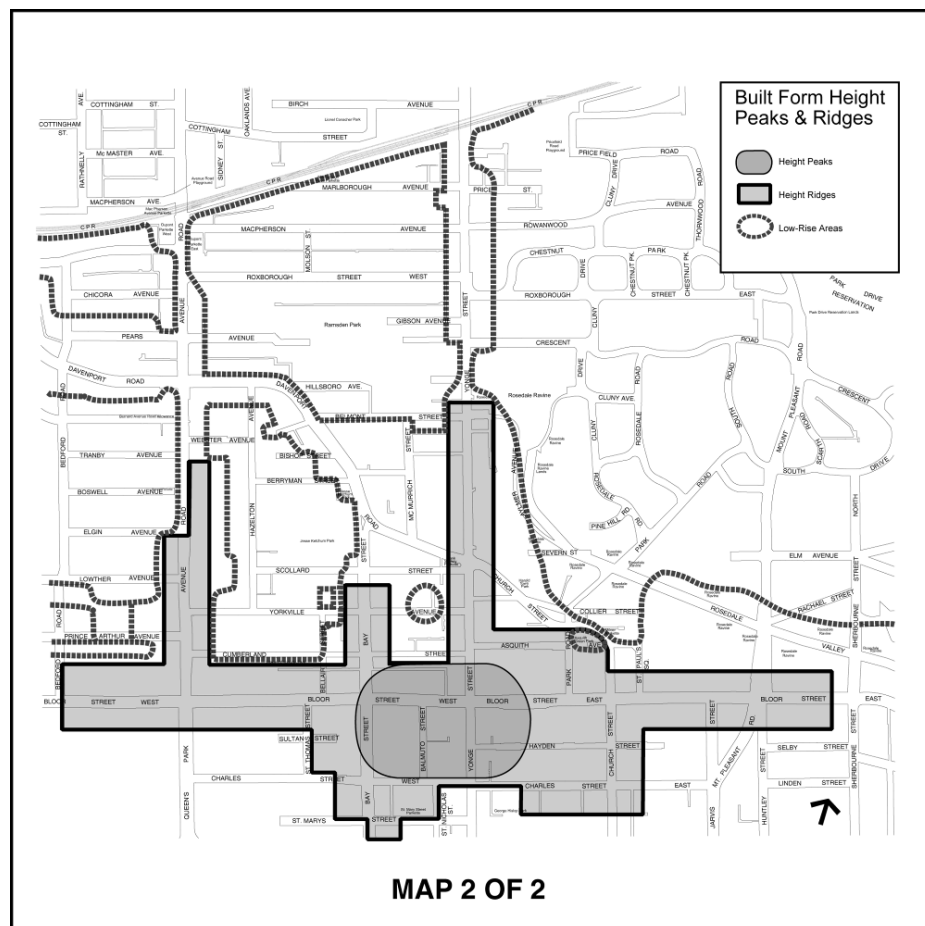
d) The Public Realm

Pedestrian activity is a vital component of the Bloor-Yorkville/North Midtown Area and the amenity of public sidewalks, walkways, access and views to open space and parks will be maintained or enhanced. Any additional shadowing and uncomfortable wind conditions on these public spaces will be minimized as necessary to preserve their utility. Additional short term parking will be encouraged near retail areas. New development in the public and private realm will provide high quality, co-ordinated streetscape and open space improvements to promote pedestrian amenity, orientation, access, greening and confidence in public safety. Designated views of the Rosedale Ravine and of the Fire hall tower shown on Map 1 will be retained.

e) Urban Design and Bloor-Yorkville/North Midtown Guidelines

New buildings will achieve a harmonious relationship to their built form context through building height, massing, setbacks, roofline and profile architectural expression as well as sensitively integrated vehicle access and loading.

In order to assist in meeting the objectives of this Plan and area specific policies, the Bloor-Yorkville/North Midtown Urban Design Guidelines will be used to provide direction for reviewing development applications in this area. These guidelines will be read in conjunction with the urban design policies in the Official Plan and should not be substantially changed without full public consultation.

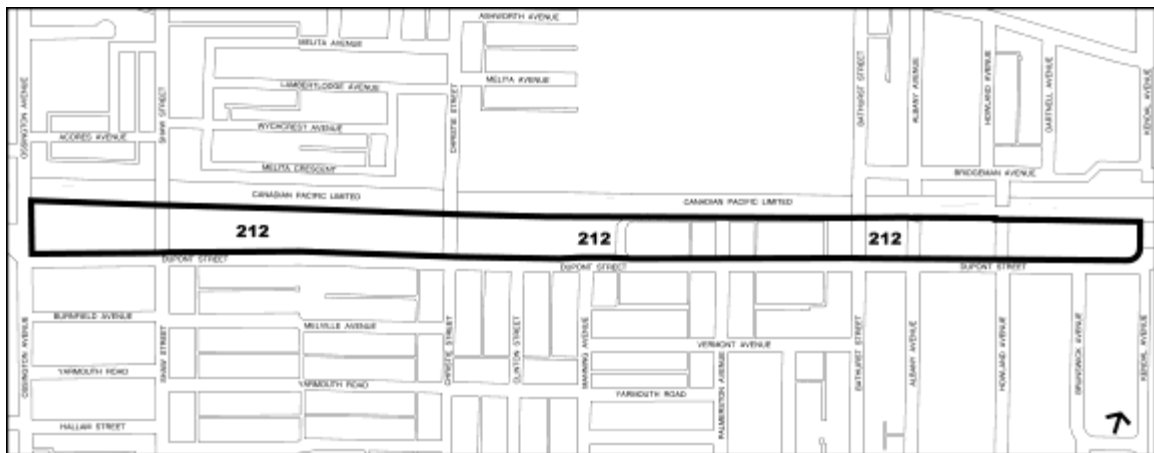


Map2 – Built Form Height Peaks & Ridges

212. Dupont Street between Ossington Avenue and Kendal Avenue

1. General

- 1.1 Lands on the north side of Dupont Street, east of Bathurst Street, are shown as part of the Downtown on Map 2. The policies of Section 2.2.1 of the Plan apply except, where in the case of a conflict, the policies of this Site and Area Specific Policy will prevail.
- 1.2 This Policy area is not intended to experience significant intensification.
- 1.3 Any new development at the Bathurst-Dupont intersection will focus on the pedestrian realm, will contain entrances to retail, and will encourage public gathering through the provision of places to sit, weather protection and privately owned, publicly accessible spaces.



2. Land Use

- 2.1 New residential, retail, service, office and institutional uses on the north side of Dupont Street will be located and designed to mitigate impacts from, and be compatible with, the rail corridor and existing employment uses and not impede the continuation of the rail corridor and the existing employment uses within the study area.
- 2.2 New non-residential uses in the lands designated as Employment Area will be located and designed to mitigate impacts from and be compatible with the rail corridor and be compatible with new mixed use development in the adjacent Mixed Use Area to the south.
- 2.3 Retail, service, office and institutional uses which serve the local community as well as a larger area, including those which may be inappropriate to locate on traditional main streets, will be encouraged in the lands designated Mixed Use Areas.

3. Built Form

- 3.1 Buildings will be set back from the Dupont Street property line to allow a minimum of 4.8 metres from the curb to the front face of the building in order to provide for a wide sidewalk and boulevard with enhanced pedestrian amenities and tree planting.

- 3.2 New buildings will provide a transition in height that respects the scale of low-rise residential Neighbourhoods on the south side of Dupont Street and is in proportion to the width of the Dupont Street right-of-way. New buildings within the Mixed Use Area designation will be a maximum of 8-storeys in height.
- 3.3 Notwithstanding the provisions of Section 4.5.3 as they apply to the north side of Dupont Street west of Bathurst Street, the maximum gross floor area of any one retail or service use shall be 5,000 square metres.
- 3.4 New buildings in the lands designated Mixed Use Area on the north side of Dupont Street must be located, massed and designed to be compatible with the Neighbourhoods on the south side of Dupont Street including appropriate scale, signage and lighting and location of ingress and egress.
- 3.5 The north façade of new buildings on the north side of Dupont Street must be designed to mitigate noise reflection from the rail corridor and the view of this façade from the lands on the north side of the rail corridor.
- 3.6 New buildings will provide adequate privacy, sunlight and sky views for new and existing residents through the location and orientation of buildings and by ensuring adequate separation distance between building walls.
- 3.7 Developments or properties with long frontages on the north side of Dupont Street will be divided into multiple building envelopes in order to prevent a continuous street wall. The length of new buildings along the north side of Dupont Street should not exceed the width of the blocks on the south side of the street between Christie and Manning Streets.
- 3.8 A full range of housing in terms of tenure and affordability will be provided in the 'Mixed Use Area' along the north side of Dupont Street. Every residential development should provide a mix of unit types including units that are suitable for families with children and units that are accessible for seniors.

4. Employment

- 4.1 In order to create a genuine mixed use area and maintain the employment base of the lands, a net increase of non-residential gross floor area will be provided in every redevelopment.
- 4.2 A variety of employment types, including a range of non-residential unit sizes and establishment of value-added creative uses will be encouraged in every redevelopment.

5. Transportation

- 5.1 Infrastructure for bicycles, including sheltered and easily accessible visitor bike parking spaces, will be required in all new developments.
- 5.2 Multiple bike rings will be located on any adjacent sidewalk at the front or side of new buildings.
- 5.3 Car sharing spaces will be required in every new development.
- 5.4 Any surface parking should be located at the rear or flank of the building and screened from views from the street. A majority of parking spaces should be located below-grade or in a parking structure with limited visibility from the street.

5.5 Access for new developments will be taken from streets other than Dupont Street, wherever possible, to enhance pedestrian safety and pedestrian and vehicular traffic flows on Dupont Street.

5.6 Any redevelopment of lands within the 'Mixed Use Area' designation will ensure that adjacent lands designated 'Employment Area' are accessed from either Dupont Street or a side street, to ensure no lots become landlocked.

6. Streetscape

6.1 Improvements to the sidewalks and boulevards should include wider sidewalks, the installation of street furniture and the planting of trees. On the north side of Dupont Street, the widening of the sidewalks will be achieved through redevelopment. When Dupont Street is reconstructed, any undertaking will include consideration of narrowing the vehicular lanes, to allow the widening of the sidewalk on the south side of the street and the creation of the same pedestrian amenities.

6.2 Any façade of a new building which faces a public street will include design details which reinforce the pedestrian scale and rhythm of the street.

6.3 New buildings on Dupont Street will include uses on the ground floor which animate the public realm, create places for the public to linger, and add to the vitality of the streetscape. Pedestrian entrances to new developments should provide direct access from the sidewalk on Dupont Street.

7. Open Space/Parks

7.1 The priorities of the City for cash payments in lieu of parkland dedication include the extension of the park system on the north side of the rail corridor within the Hydro corridor, new playgrounds, and off-leash areas for dogs.

7.2 The provision of new publicly owned, and privately owned, publicly accessible open spaces, will be encouraged in all new developments.

7.3 Any part of a property which is used for the purpose of rail safety and noise/vibration mitigation berms or structures will not be accepted by the City as parkland.

8. Rail Safety, Noise, Vibration and Air Quality

8.1 All noise studies will specifically review the noise that will be reflected from the rail to the properties on the north side of the tracks as a result of the redevelopment of any new building on the south side of the tracks. The noise study will recommend mitigation measures to mitigate against noise reflection and be implemented through the development by the applicant.

8.2 Any new development containing residential, institutional, recreational/ entertainment, hotel, or office or retail uses with a high number of employees and customers must be set back a minimum of 30 metres from the property line of the Canadian Pacific North Toronto rail corridor. A 2.5 metre high earthen berm will be constructed immediately south of the rail corridor with a noise wall on top for rail safety and noise/vibration mitigation purposes when these uses are developed in the 'Mixed Use Area' designation to the south.

8.3 Within the 30 metre set back adjacent to the rail corridor the following uses are permitted:

- (i) rail safety and vibration/noise mitigation structures; and
- (ii) auxiliary building used for activities with low numbers of employees and visitors such as parking, storage, warehousing and loading.

8.4 An applicant may propose, through a Zoning Amendment Application, an alternative to the rail safety mitigation measures set out in Policies 8.2 and 8.3 above where those standards cannot be met due to topographical, geographical, or other physical constraints subject to the following conditions:

- (i) the alternative will provide at least the same level of rail safety for nearby residents, workers, visitors and shoppers as the required 30 metre set back and berm;
- (ii) a development viability report bearing the stamp of a fully insured, qualified, professional structural engineer, in addition to the noise, air quality and vibration reports, is to be submitted to the City showing how at least the same level of rail safety is to be achieved;
- (iii) this report will be peer reviewed and accepted by a rail safety expert retained by and reporting to the City, at the expense of the applicant;
- (iv) the report will also be reviewed and accepted by the Canadian Pacific Railway;
- (v) appropriate uses on the site will be determined as part of the Zoning Amendment application, and will implement the policies for the Official Plan land use designation; and
- (vi) if the development viability assessment is accepted by the City and the Canadian Pacific Railway, and the proposal is approved:
 - (a) construction and on-going maintenance of the alternative mitigation measure will be secured through an agreement between the City and the landowner;
 - (b) warning clauses in all relevant documents should be registered on title to provide notice for future purchasers; and
 - (c) the landowner will enter into an agreement with the City to be registered on title, whereby the landowner and the qualified professional engineer whose stamp appears on the drawings for the alternative rail safety mitigation measures assume responsibility for, and indemnify the City from, damages to the property resulting from a derailment on the Canadian Pacific North Toronto rail corridor.

8.5 Any required rail safety, air quality and noise/vibration mitigation structures or other measures such as berms and noise walls must be of a high design quality. Berms should be landscaped and maintained and opportunities for murals and community artwork should be pursued on the south face of noise walls and other structures.

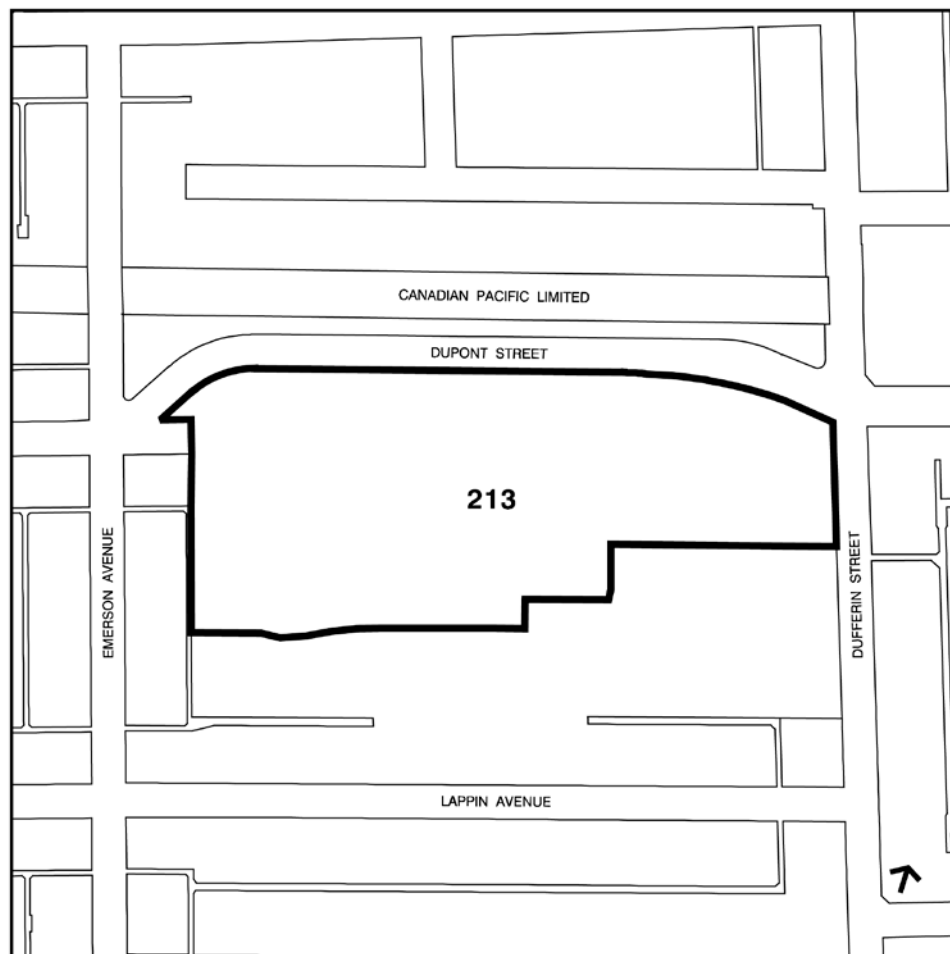
9. Implementation

9.1 Where new developments generate community benefits under Section 37 of the Planning Act, the priorities should be: streetscape and pedestrian realm improvements on both sides of Dupont Street where development would not otherwise generate improvements; new day care centres and daycare spaces; and improvements to library branches serving the area.

- 9.2 The creation of a Site Specific By-law for the area covered by this Site and Area Specific Policy will work with this Policy to guide development in this Policy area.
- 9.3 Section 5.1.1 of the Official Plan will only apply to a proposed development that would permit a building or structure to be constructed with over 10,000 square metres of total gross floor area, including at least 1,500 square metres of residential gross floor area.
- 9.4 The creation of Urban Design Guidelines for the area covered by this Site and Area Specific Policy will work with this Policy to guide development in this Policy area.

213. Southwest Corner of Dupont Street and Dufferin Street

- a) The lands contain a variety of retail, service and office uses and have the potential to accommodate a moderate increase in the gross floor area devoted to such non-residential uses, in addition to future residential development in a wide variety of housing types.
- b) The lands have the potential for large-scale redevelopment, however, this redevelopment should occur in a planned and orderly progression. Individual development proposals should fit into an overall redevelopment scheme for the lands.
- c) Development on the lands will:
 - i) be compatible in scale and function with the existing community, particularly the adjacent *Neighbourhoods and Parks and Open Space Areas*;
 - ii) locate higher buildings away from the adjacent low-scale *Neighbourhoods* and the community centre and park to minimize microclimatic and privacy impacts and provide a gradual transition of scale;



- iii) locate new buildings along the edge of Dufferin Street and Dupont Street, with no surface parking between the front of the building and the sidewalk;

- iv) provide safe pedestrian and vehicular access and circulation that has particular regard for: the heavy vehicular traffic on Dufferin Street and Dupont Street, the mix of residential and commercial uses and desirable pedestrian connections to the rest of the neighbourhood, adjacent parkland and community facilities, and transit; and
- v) provide sufficient on-site parking for residents, visitors, employees and shoppers with an emphasis on below-grade parking for residents and employees, and consideration of whether shared parking for different types of users would function.

214. 102-108 Shuter and 224-228 George Street

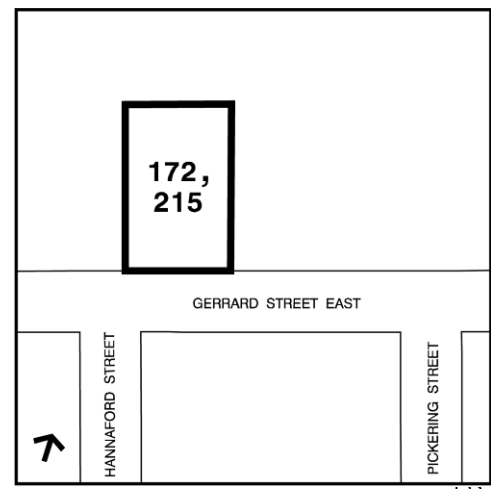
Buildings with a greater gross floor area than otherwise allowed in the Zoning By-law are permitted provided:

- a) the exterior of the heritage buildings at 102 to 108 Shuter Street is wholly retained in any new development;
- b) the relationship between the heritage buildings and the proposed development maintains the quality, character and three-dimensional integrity of the heritage buildings;
- c) Site Plan approval occurs concurrently with any approval of zoning amendments or variances for additional gross floor area;
- d) the additional gross floor area does not exceed the gross floor area of the heritage buildings at 102 to 108 Shuter Street being retained in the new development; and
- e) the retention, maintenance and use of the heritage buildings is secured by the City in appropriate legal agreements.



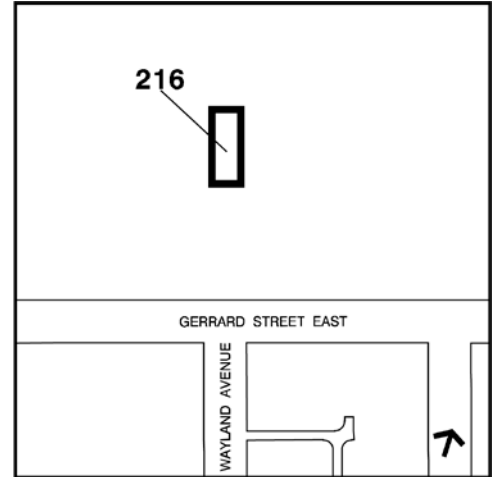
215. Lands Fronting on the North Side of Gerrard Street, East of Main Street

Retail stores of a convenience nature, service uses and community services and facilities are also permitted.



216. East of Main Street, North of Gerrard Street East

- a) Lands for a future public road extension to Gerrard Street East will be subject to a Holding (H) provision.
- b) Two additional residential units are permitted in addition to 495 residential units already permitted if the Holding (H) provision is removed when either of the following happens:
 - i) the lands to the south of the area subject to the Holding (H) provision are redeveloped in such a way as to render the extension of the lands held as public road not possible; or
 - ii) five years have elapsed, or 440 building permits have been issued.



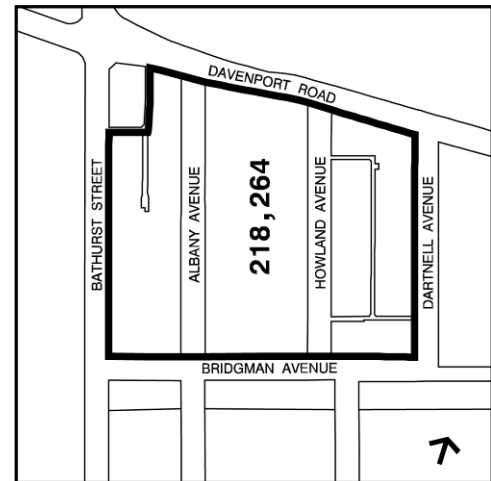
217. Lands bounded by Yonge, Front, Bay and Wellington Streets

- a) Buildings on this site should reflect the transition in scale from the high-rise buildings on Bay Street to the lower buildings east of Yonge Street.
- b) The location and form of buildings should permit reasonable sunlight penetration to publicly accessible open spaces on the lands, the interior public space, daycare play areas and to the open space in Commerce Court to the north.
- c) The location and form of buildings on the lands should maximize significant axial pedestrian views.
- d) New development adjacent to the designated historic buildings on the lands should be designed to respect the scale and form of the existing buildings. High-rise buildings should be sited to be compatible with adjacent designated historic buildings.



218. Land Bounded By Bathurst Street, Davenport Road, Bridgeman Avenue and Dartnell Avenue

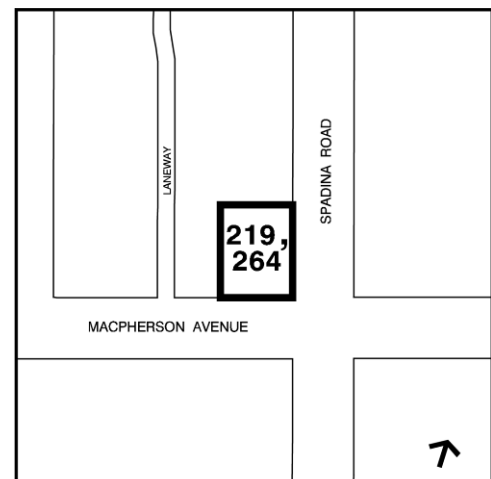
Residential development complementary to the pattern of house-form development in the area, with low-scale apartment forms is permitted only on lots fronting on Bathurst Street.



219. 196 to 206 Spadina Road

Development will:

- a) be part of a comprehensive redevelopment, including potential integration with lands known as 490 to 494 MacPherson Avenue to include provision for parking and an extension of the laneway system;
- b) have the front wall of new buildings set back from the Spadina Road street line generally in keeping with the buildings to the north in order to preserve views north to Casa Loma and the Iroquois Shoreline, and to achieve the completion of the continuous open space corridor adjacent to Spadina Road; and
- c) integrate the public art installation on Spadina Road into the site development.



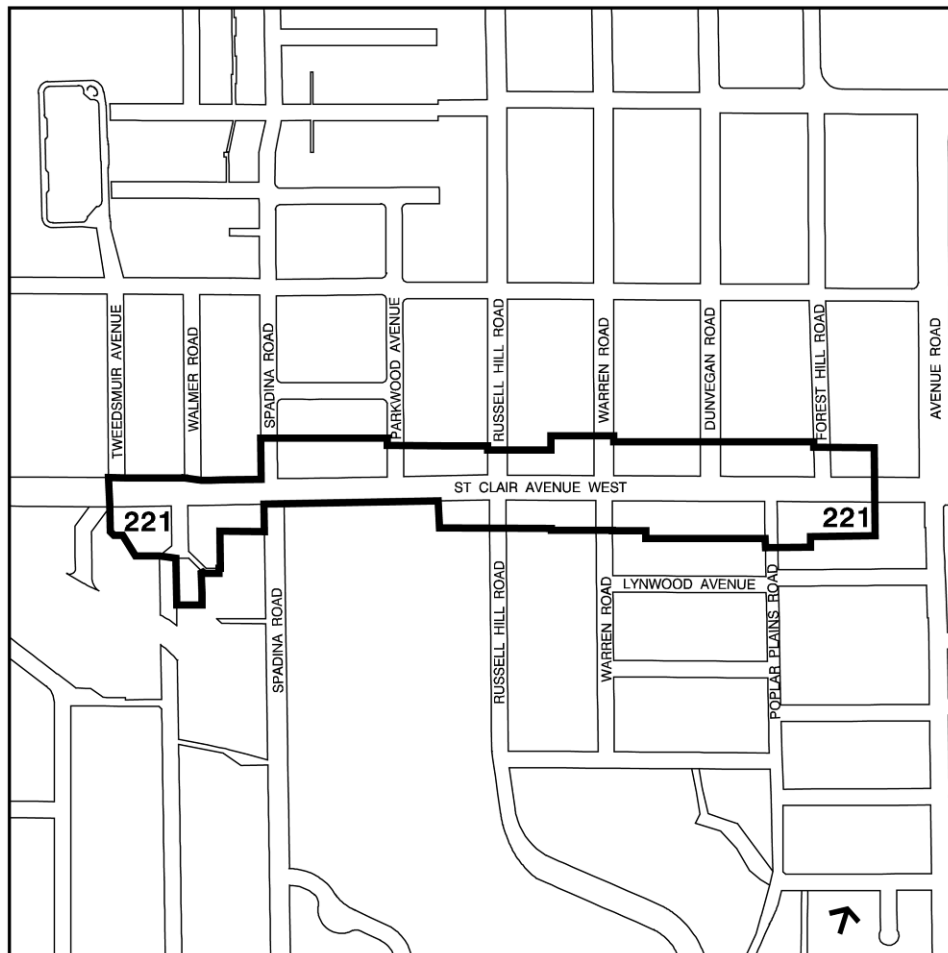
220. Moored Vessels in the Central Waterfront

The use of the moored vessels will be considered as a land use, and the City will ensure that such use is appropriately located. In determining the appropriateness of the land use, the following will be required:

- a) the owner of the vessel will request the Ship Safety Branch of the Canadian Coast Guard to inspect it yearly and the use may only continue if a report from the Branch shows that the boat continues to meet reasonable safety criteria for the use;
- b) the use will be compatible with adjacent and neighbouring uses;
- c) adequate parking facilities will be available;
- d) adequate pedestrian access and views will be provided; and
- e) water quality will be maintained and surface debris will be removed in the vicinity of the vessel.

221. St. Clair Avenue Between West of Spadina Road and Avenue Road

Development in *Apartment Neighbourhoods* will generally be in the range of 4 to 6 storeys in height.



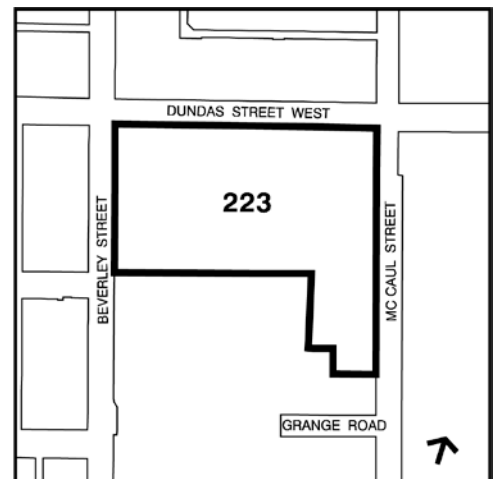
222. 1 York Gate Boulevard

Additional commercial/retail gross floor area in excess of 29,904 square metres may be permitted in return for community space to be secured by an agreement under Section 37 of the *Planning Act*. The community space will not be subject to gross floor area calculations or parking requirements.



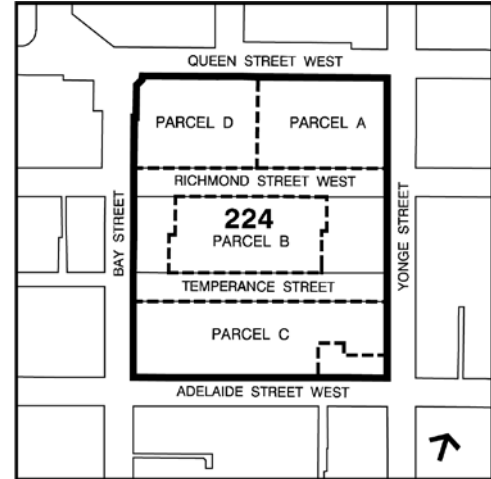
223. 317 Dundas Street West and 100 McCaul Street

The expansion of the Art Gallery of Ontario and the Ontario College of Art and Design, will not take place within Grange Park or adjacent *Neighbourhoods*.



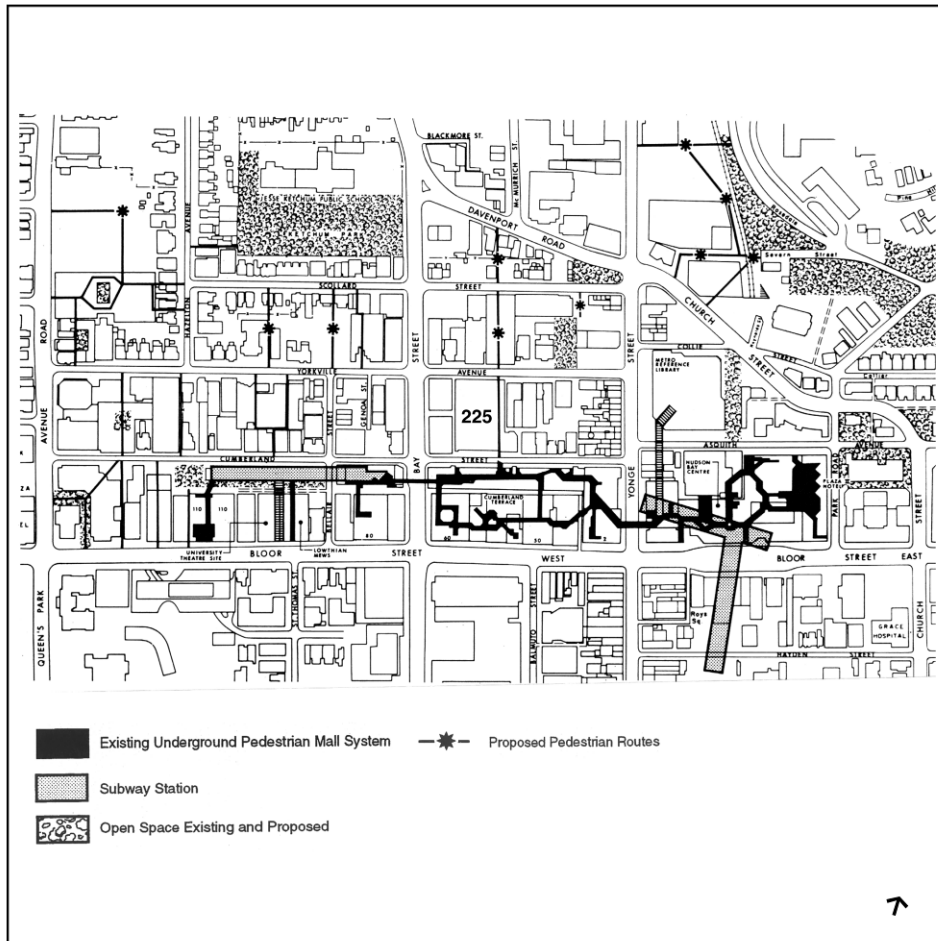
224. Lands Bounded by Yonge Street, Queen Street West, Bay Street and Adelaide Street West

- a) The major portion of new commercial development will be located within the block bounded by Bay Street, Temperance Street, Yonge Street and Adelaide Street West, except for the Yonge Street frontage, where new commercial development should be compatible with the scale of existing development along this part of Yonge Street.
- b) No additional non-residential gross floor area will be permitted on the lands within the area shown as Parcel 'D'.
- c) Heights of buildings within the lands should reflect:
- i) the transition in scale from the building, known as 176 Yonge Street (the 'Simpsons' building) to the building known as 40 King Street West (Scotia Plaza building);
 - ii) the scale of development on Bay Street between Adelaide Street West and Richmond Street West; and
 - iii) the lower scale of development on Yonge Street.
- d) In addition to the Built Environment policies of this Plan, the following design guidelines apply:
- i) interior and exterior spaces adjacent to the public sidewalk will generally be accessible at grade, without the use of stair or steps;
 - ii) vehicular access to new development within the lands will be consolidated and located so as to minimize disruption to traffic flows;
 - iii) loading facilities will be located off-street or below grade and vehicular access points thereto will be minimized;
 - iv) loading facilities for the Simpsons building will be provided and maintained underground within new development on the lands covered by this site and area specific policy and all loading facilities existing on the Richmond Street frontage of the Simpsons building will be eliminated; and
 - v) appropriate through-block pedestrian routes at grade from Adelaide Street West to Richmond Street West will be provided.



225. Lands North and South of Bloor Street Between Park Road and Avenue Road

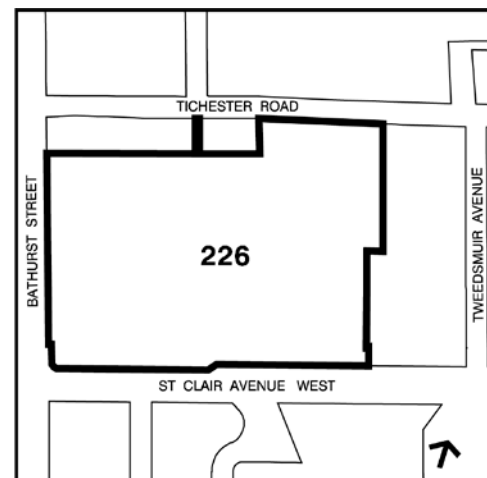
Pedestrian walkways, at or below grade and new parks, will be encouraged in the locations indicated.



226. Lands Bounded by St. Clair Avenue West, Bathurst Street and Tichester Road

Educational, commercial retail and apartment residential uses are permitted. Development of these lands will provide for:

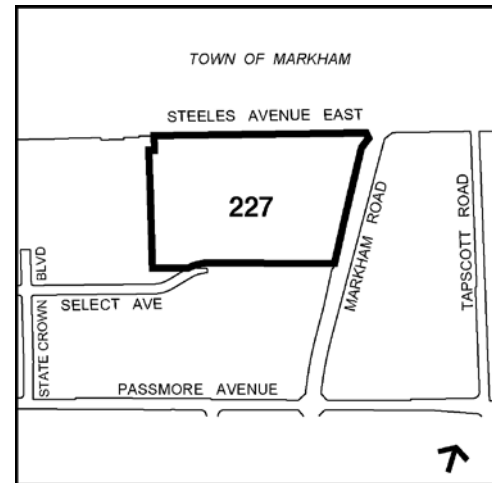
- a) a pedestrian walkway and landscape features to establish a physical link between the Nordheimer and Cedarvale Ravines and a mid-block pedestrian connection between Tichester Road and St. Clair Avenue West;
- b) expansion of Tichester Park south to gain full frontage on any new east-west street in the development connection with Bathurst Street;



- c) direct and attractive grade related pedestrian links from Bathurst Street to the St. Clair West subway station; and
- d) a retail component along St. Clair Avenue West that frames the street and encourages pedestrian activity.

227. Southwest Corner of Markham Road and Steeles Avenue

Vehicle service garages ancillary to retail stores, automobile services stations and automatic or mechanical car washes are not permitted within 150 metres of the Markham Road and Steeles Avenue intersection.



228. Below Grade Parking Lots

Below grade parking legally established prior to November 26, 2002 is permitted in *Parks and Open Space Areas*.

229. 619, 624 Avenue Road and 80, 86 Oriole Road

The conversion of the buildings containing 120 residential units and existing on February 13, 2002 to condominium is permitted provided that the plan of condominium is registered prior to April 19, 2004.

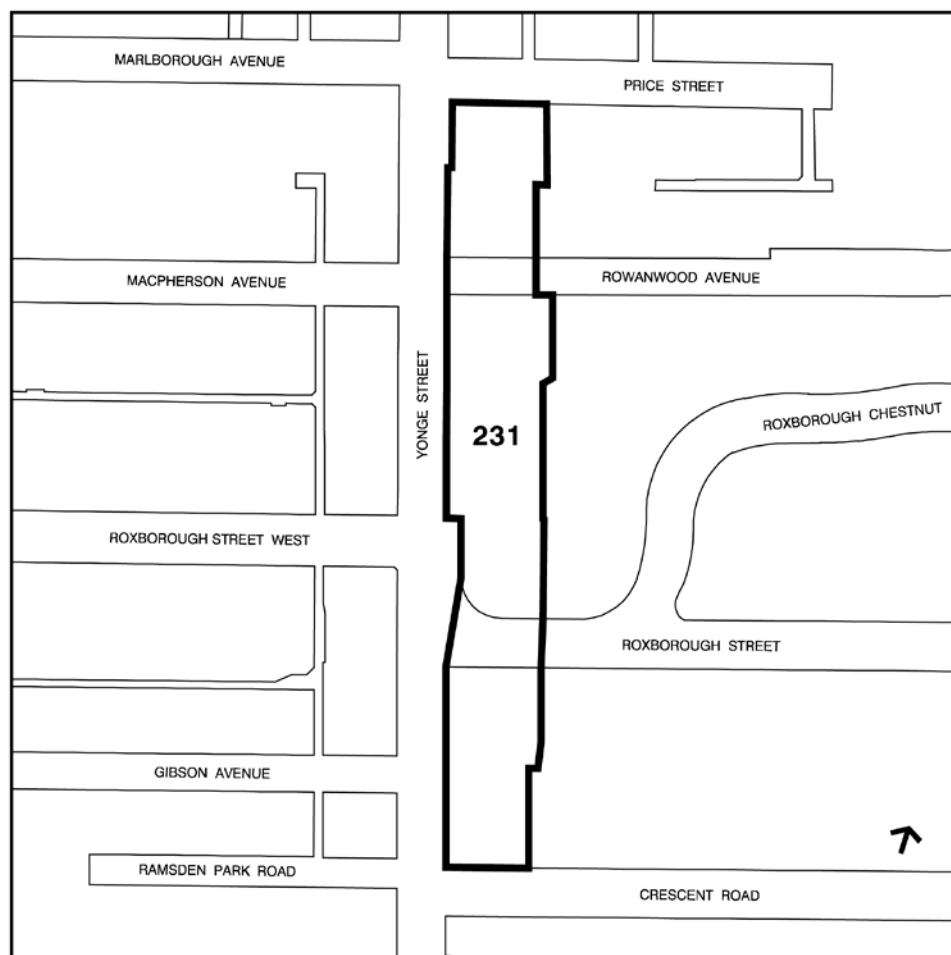


230. 123 Strathcona Avenue

The conversion of the buildings containing 30 residential units and existing on April 16, 2002 to condominium is permitted provided that the plan of condominium is registered prior to February 16, 2004.



231. East Side of Yonge Street between Crescent Road and Price Street



Development will:

- a) respect and conserve heritage, architectural and landscape features;
- b) reinforce the traditional low-scale built-form on this portion of Yonge Street; and
- c) have regard for:
 - i) shadowing of the Rosedale Ravine area;
 - ii) the building scale and form as seen from the Ravine;
 - iii) the provision of pedestrian routes from the Ravine to Yonge Street; and
 - iv) the preservation of views into and out of the Ravine.

232. Lands in the Vicinity of Humberview Crescent, bounded by St. Philips Road, Weston Road, the CNR right-of-way and the Humber Valley

These lands may be redeveloped for more intensive low scale residential development, including townhouses and other forms of multiple housing permitted in neighbourhoods and low-rise apartment buildings at a scale of 2 to 4 storeys in height and a maximum density of 1.5 times the lot area, subject to:

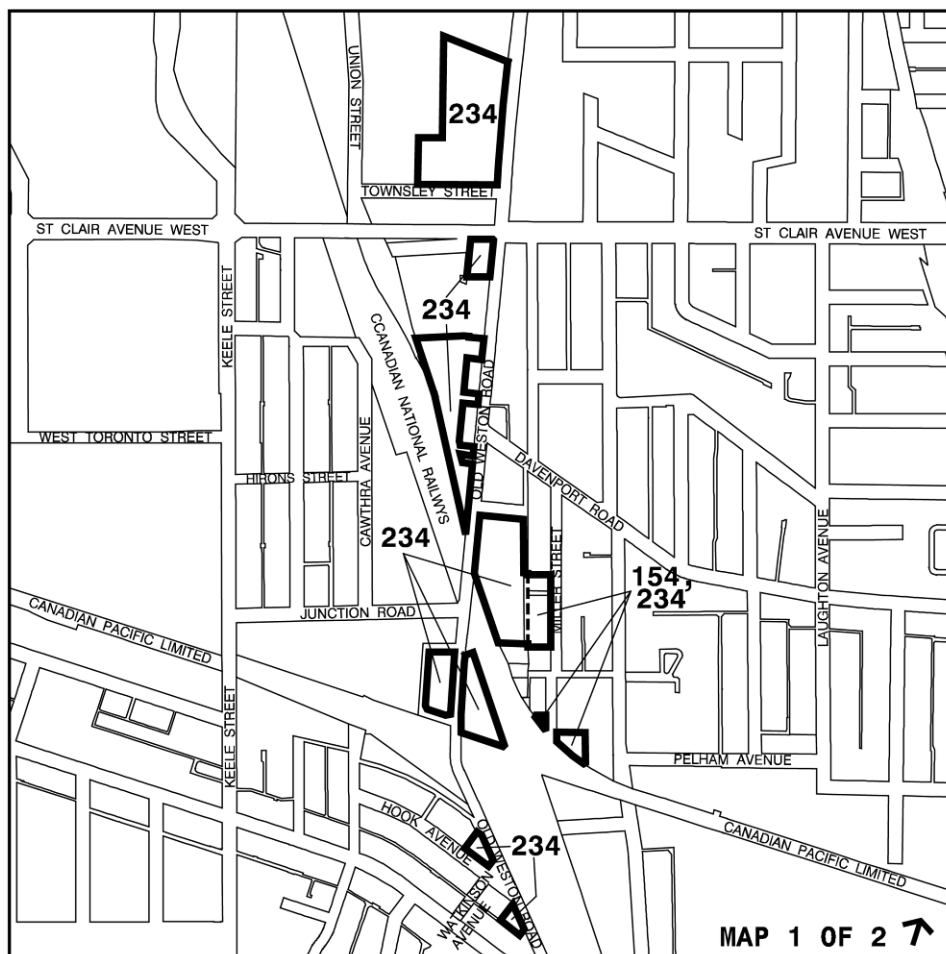
- a) achievement of a suitable assembly, either of all the lands, or in the case of a partial assembly, of a sufficient area that the redevelopment can be carried out without prejudice to the eventual completion of assembly and redevelopment;
- b) the form of new development respecting the unique character and location of the site, with its arrangement of architecturally and historically interesting buildings, its mature trees, its adjacency to Mallaby Park and the Humber River Valley natural heritage area;
- c) minimizing damage to existing mature trees;
- d) preserving the quality of views both outwardly from the site and from the Humber Valley;
- e) preservation of the Holley House heritage building;
- f) improving public open space linkages to the Humber Valley;
- g) improvements to the Weston Road/St. Phillip's Road intersection to provide better pedestrian and landscape conditions at this corner; and
- h) the adequacy of the service infrastructure, including transportation facilities and community services and facilities to meet the needs of new residents.

233. Bermondsey Road, between Sunrise Avenue and Northline Road

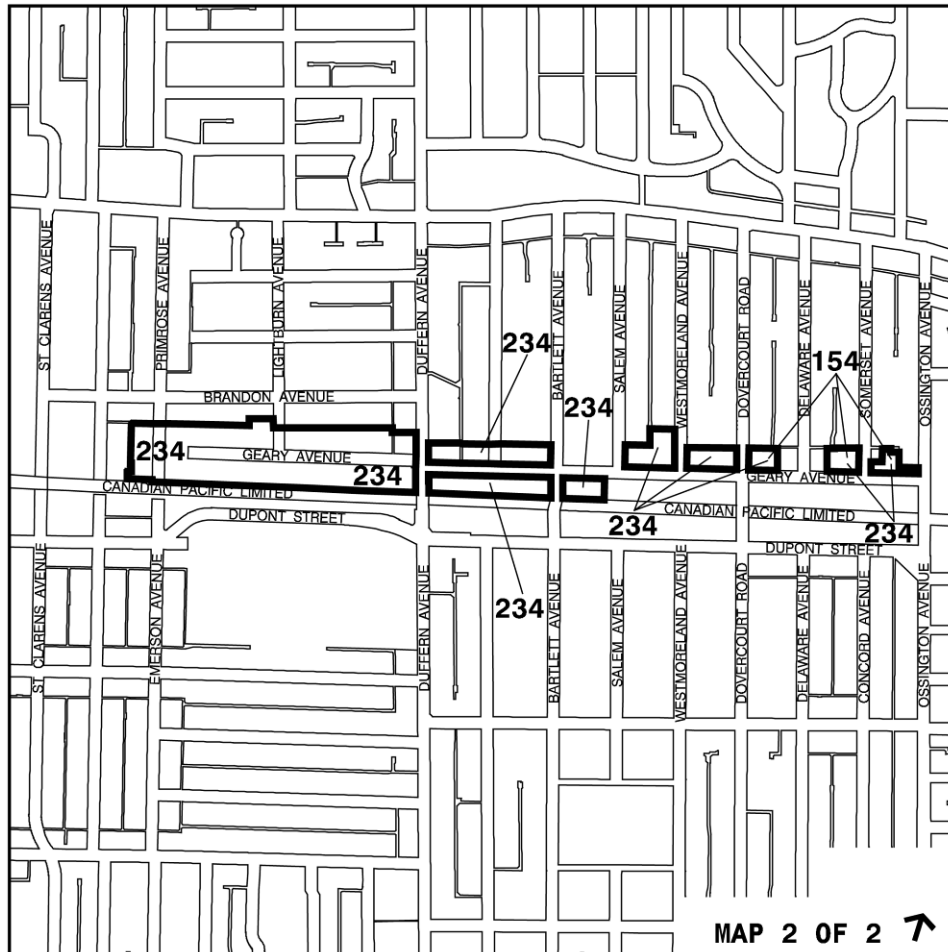
Small and medium scale retail uses are permitted.



234. Lands Abutting Old Weston Road, Geary Avenue, Primrose Avenue and Miller Street

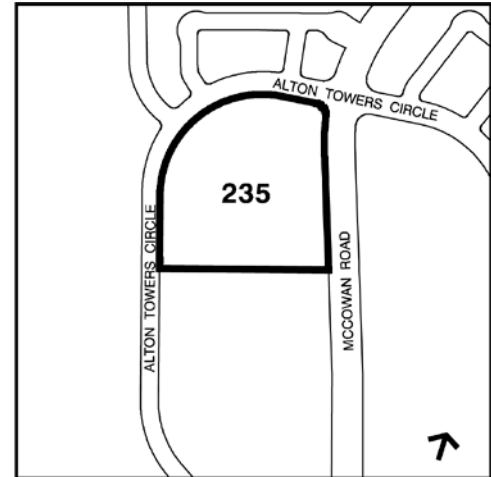


Automobile body repair shops are not permitted on lands designated as *Employment Areas* on Old Weston Road, Geary Avenue, Primrose Avenue and Miller Street.



235. Lands at the Southwest Corner of McCowan Road and Alton Towers Circle

Only commercial uses designed to provide a population of 15,000 to 30,000 within an approximate 1.5 kilometre radius with major food facilities and weekly shopping needs and services are permitted. No other uses are permitted until a planning review of the area has been completed to Council's satisfaction.



236. Lands at the Northwest Corner of McCowan Road and Finch Avenue

Only Places of Worship, and commercial uses designed to provide a population of 50,000 to 125,000 within an approximate 4 kilometre radius with a wide range and variety of goods and services, especially comparison shopping goods and services (department store type merchandise) are permitted. No other uses are permitted until a planning review of the area has been completed to Council's satisfaction.



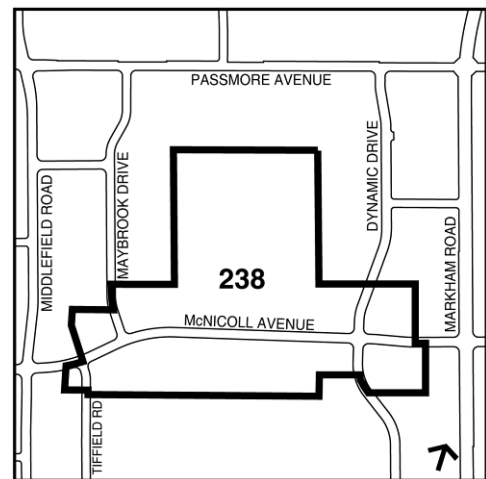
237. 216 and 220 Scarborough Golf Club Road

A mix of low-rise single detached and semi-detached dwellings and townhouse units to a maximum density of 41 units per hectare is permitted.



238. Lands along McNicoll Avenue, east of the properties fronting on Middlefield Road and west of the properties fronting on Markham Road

Places of Worship and entertainment uses, except for recreational uses, are not permitted.



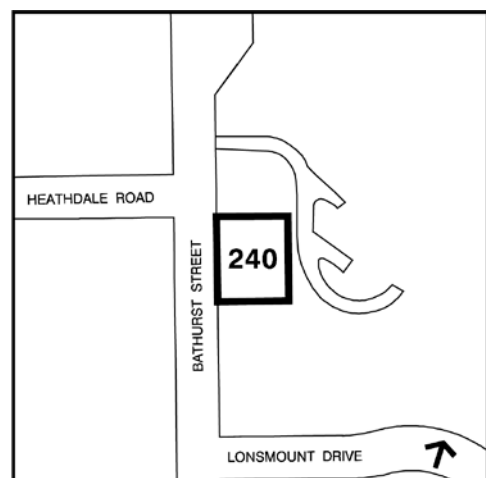
239. 412 Jarvis Street

The conversion of the building containing 30 residential units and existing on November 1, 2002 to condominium is permitted provided that the plan of condominium is registered prior to November 28, 2005.



240. 1597 Bathurst Street

The conversion of the building containing 20 residential units and existing on April 16, 2002 to condominium is permitted provided that the plan of condominium is registered prior to April 18, 2005.



241. Lands East of Tapscott Road, South of Steeles Avenue and at the Southeast corner of Tapscott Road and Passmore Avenue

Tributary/drainage sections can be altered provided their subsurface or surface drainage and/or storage function is replicated (such as swales, pipes and stormwater management).



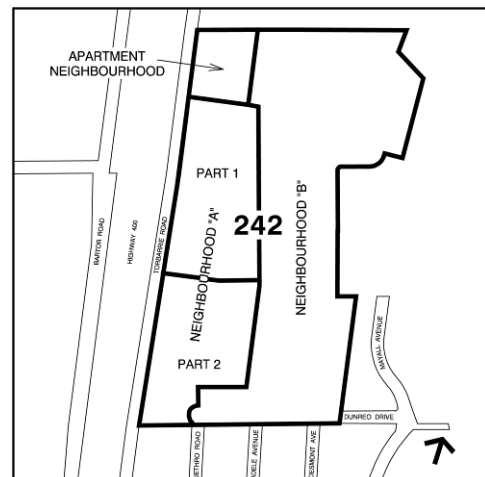
242. Lands on the East Side of Torbarrie Road, South of Sheppard Avenue West

A distinct and cohesive character will be developed for this subdivision. The character will be consistent throughout the neighbourhood and will be expressed by a unifying landscape, streetscape and architectural treatment of the buildings and elements that make up this community.

New development will be compatible with the existing residential neighbourhood to the south. The form, and structure of development and its relationship to the adjacent residential neighbourhood, Highway 400 and Torbarrie Road, the Black Creek ravine and the Oakdale Golf and Country Club will be generally as follows:

Structure

- a) Landscaped interconnected streets and pedestrian routes that define development blocks, provide extensive public frontage to the park and storm water management facility lands, and protect and enhance views through the site into the Black Creek ravine to the east will be provided.
- b) New streets will be public streets. Private streets, where they are appropriate, will be designed to integrate into the public realm and meet the design objectives for public streets.
- c) A mix of building types with detached, semi-detached, townhouses the predominant forms; a low-rise apartment building located in the northwest portion of the site; and stacked townhouses located along Torbarrie Road may be provided.



- d) Public and publicly accessible walkways will be provided where appropriate so pedestrians can comfortably access neighbourhood and community services and amenities, including the neighbourhood park.

Built Form

- a) Ensure that buildings will:
 - i) provide adequate privacy, sunlight and sky views for residents by ensuring adequate distance between building walls and using landscaping, planting and fencing to enhance privacy where needed;
 - ii) be sited parallel to the street to have a consistent setback from the front property line;
 - iii) have heights, setbacks and scale that will be compatible with existing homes in the residential neighbourhood to the south and east located along the edge of the site;
 - iv) provide overlook and enclosure at the edge of parks and open space;
 - v) provide entrances that are clearly visible, interesting and easy to enter with direct connection to the street; and
 - vi) minimize the dominance of garages and driveways on streets and open space.
- b) Noise attenuation along Torbarrie Road will be achieved through the placement, location and massing of buildings.
- c) Large surface parking, servicing, loading and drop-off areas will be located to minimize disruptions to streets, parks and to support public safety.
- d) A landscaped area with fencing, trees and other screening measures will be provided between different land uses along the south boundary.
- e) The appropriate massing, setbacks and treatment of new development's relationship to the Oakdale Golf and Country Club to the north will be determined through a separate study.
- f) Publicly accessible private amenity area and walkway connections will be provided as part of townhouse complex and apartment developments to complement the public open space system and residential streetscape.

Parks and Open Space

- a) A park block that satisfies the City's parkland dedication requirements will be provided. The park block will be located adjacent to the Black Creek ravine and will be a visual functional and physical focus for the community and the communities to the east and south.
- b) A stormwater management pond will be located contiguous to the park and Black Creek ravine and will be designed and developed comprehensively to provide a landscaped open space focus for the surrounding community. The comprehensive plan will provide for a connective recreational walkway system.

Tree Preservation

- a) A strategy will be identified for preserving trees within the site. Trees within the park and stormwater management block, along the neighbourhood edge to the south and east, and along the Black Creek ravine edge to the east, and along the north boundary will be preserved, where possible.

Implementation

The submission of Urban Design Guidelines and a District Landscape Plan indicating the relationship of proposed buildings, structures and open spaces to adjacent developments and development sites, public spaces, roadways, and pedestrian routes is required prior to registration of the Plan of Subdivision. Together, these will demonstrate how the policies in this Site and Area Specific Policy can be achieved.

Neighbourhood 'A'

For the lands shown as *Neighbourhood 'A'* a maximum net density of 1.2 times the lot area is permitted. Within the portion of *Neighbourhood 'A'* that is shown as Part 1, multiple attached stacked dwellings at a maximum height of 4 storeys will only be permitted to be located within 55 metres of the Torbarrie Road property line. Within the portion of *Neighbourhood 'A'* that is shown as Part 2, multiple stacked dwellings at a maximum height of 4 storeys will only be permitted to be located within 55 metres of the Torbarrie Road property line, excluding the portion of the *Neighbourhood 'A'* lands within 60.5 metres of the southerly property line.

Neighbourhood 'B'

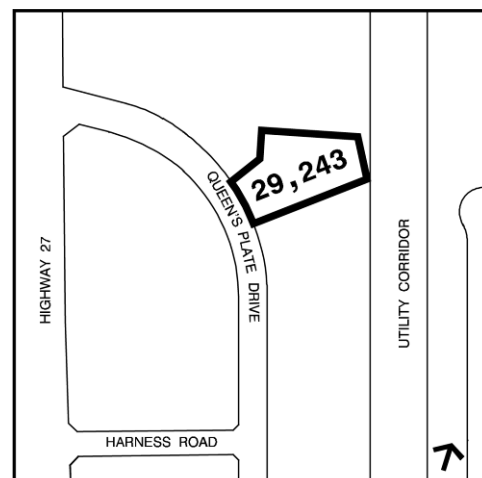
For the lands shown as *Neighbourhood 'B'* a maximum combined density of 24 net units per hectare for single detached and semi-detached dwellings will be permitted.

Apartment Neighbourhoods

For the lands designated *Apartment Neighbourhoods* a maximum net density of 1.5 times the lot area is permitted.

243. South east Corner of Highway 27 and Queens Plate Drive

Commercial, wholesale and retail establishments are also permitted.



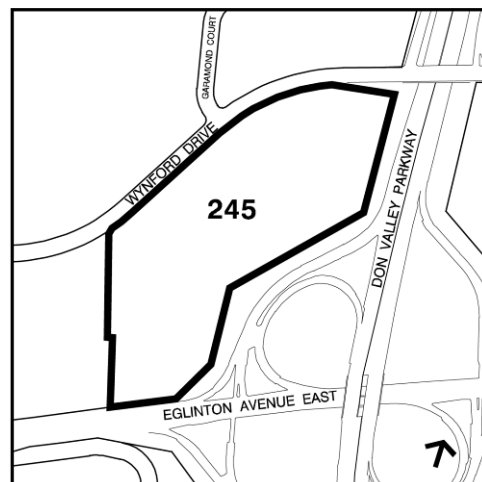
244. 3675 and 3685 Keele Street

- a) A range of retail and service uses are permitted.
- b) The maximum gross floor area for retail stores and personal service establishments at 3685 Keele Street will be 5,335 square metres.



245. 59 and 75 Wynford Drive

- A museum is a permitted use.



246. 47 Austin Terrace

- a) Residential uses are permitted provided that they do not exceed 6,200 square metres of total floor area and 4 storeys at the location of the north end of the existing building and 5 storeys at the south end of the building including the patio lands as defined in policy b) below.
- b) Residential uses are permitted on those lands below the top-of-bank within the existing building footprint and on those patio lands currently at the south end of the building being 18 metres in length starting immediately west of the existing one storey addition and 7 metres deep from the south wall of the main building.
- c) For the purpose of policy 4.8.6, no redesignation of the lands is required to permit residential use of the lands.



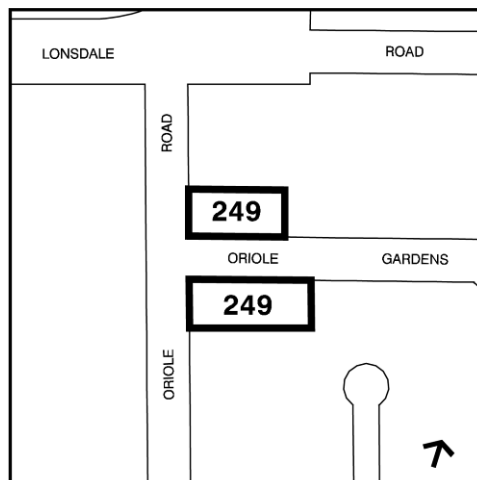
248. West Side of Silver Star Boulevard, North of McNicoll Avenue

Retail and service uses, including stand-alone retail stores, are permitted.



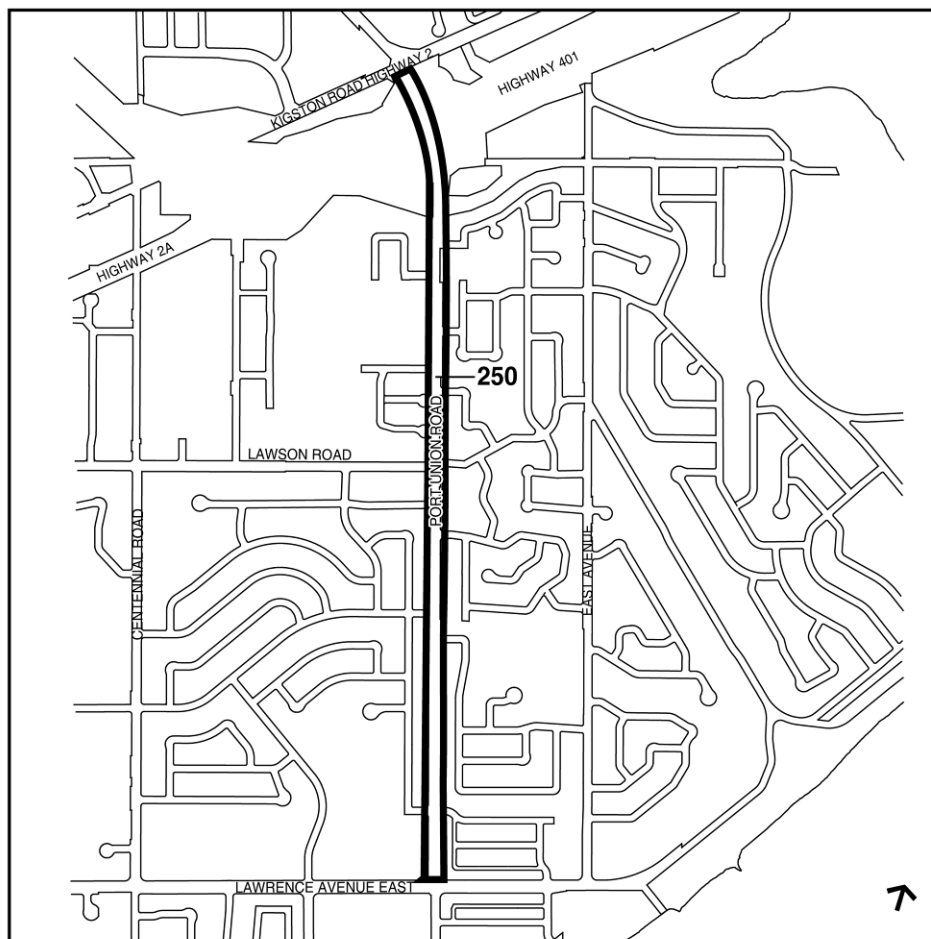
249. 75 and 79 Oriole Road and 73 Oriole Gardens

Conversion to condominium of 3 existing apartment buildings consisting of 42 residential units as of November 30, 2004 is permitted, provided the condominiums are registered within three years of the enactment and passing of Bills at Council.



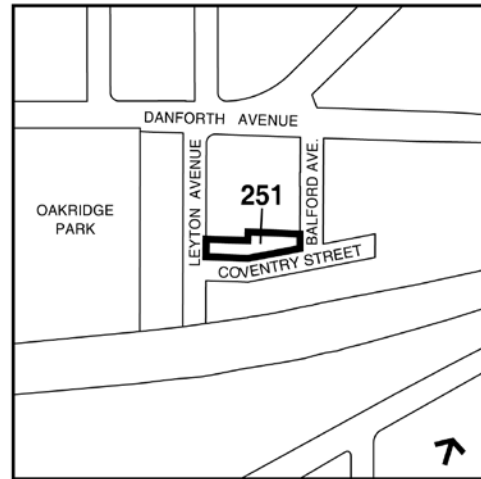
250. Port Union Road Right-of-Way between Lawrence Avenue East and Kingston Road

<u>Property Address:</u>	<u>Legal Description:</u>	<u>Additional Width Required:</u>
449 Lawson Road	Con1 PT Lot 1	1.2 metres
261 Port Union Road	Plan M36 Blk G Blk F Blk E	3.0 metres
	Range 2 PT Lot 35	
305 Port Union Road	Range 2 PT Lot 35	0.7 metres
313-353 Port Union Road	Range 2 PT Lot 35	3.5 metres
355-367 Port Union Road	Range 2 PT Lot 35	4.0 metres
28 Rozell Road	Con 1 PT Lot 1	0.4 metres



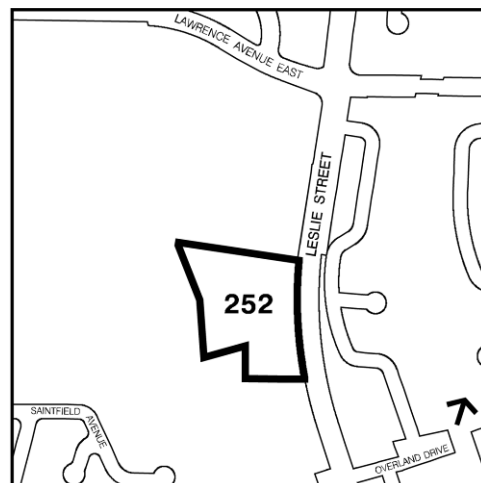
251. North Side of Coventry Street, between Leyton Avenue and Balford Avenue

These lands may be developed for a low-scale residential development of semi-detached dwellings and townhouses, to a maximum of 4 storeys in height and a maximum density of 103 units per hectare.



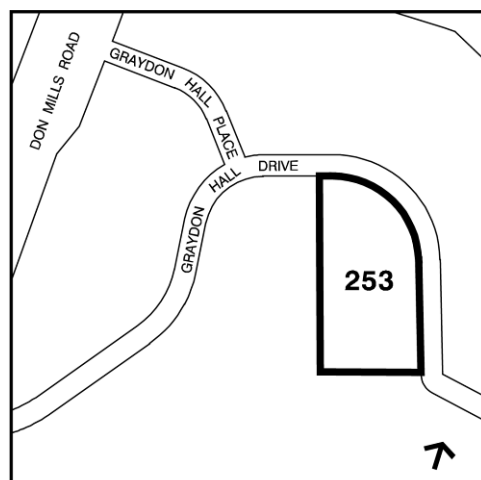
252. 1300 Leslie Street

Conference facilities to serve the broader community are permitted.



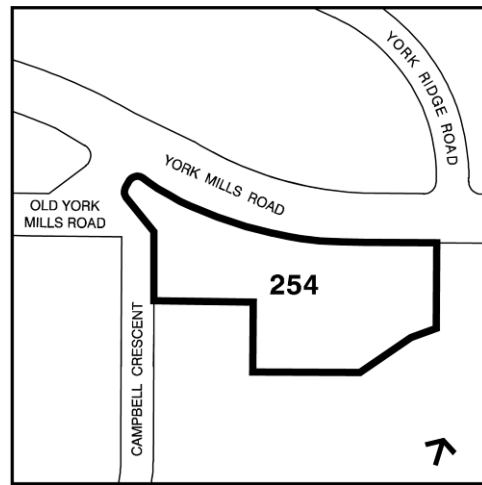
253. 185 Graydon Hall Drive

Banquet Hall is a permitted use.



254. 45 York Mills Road

All development is to be set back a minimum of 4 metres from the top-of-bank of the adjacent valley.



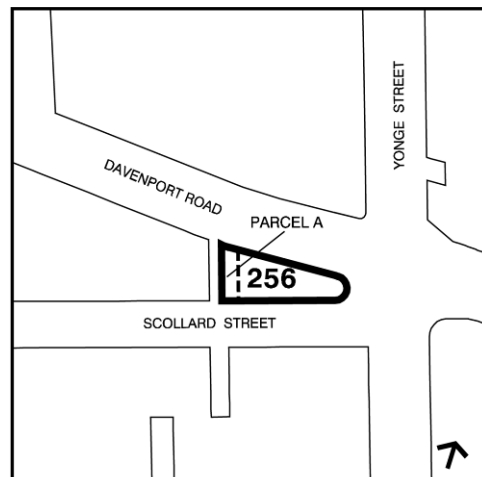
255. 2 Lightbourn Avenue

A maximum of 20 row houses are permitted having a maximum gross floor area of 3,400 square metres.



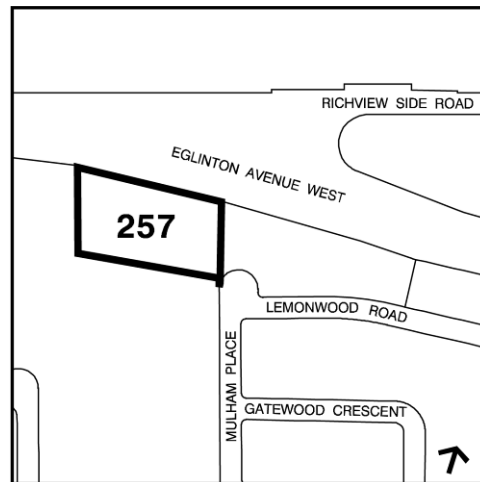
256. 1 Davenport Road

A below-grade parking garage is permitted on the land within the area shown as Parcel 'A' and the below-grade lands may be sold for this purpose only.



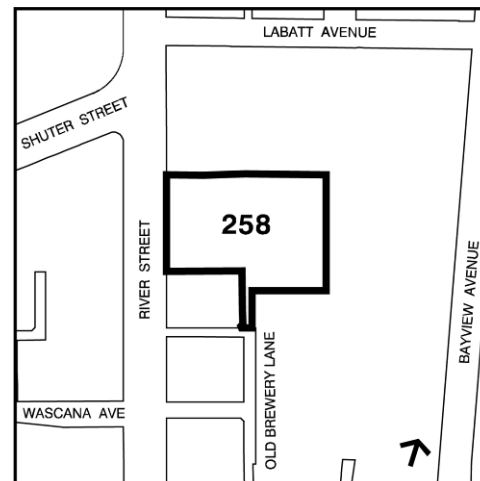
257. 75 Lemonwood Drive

Only senior citizen's retirement home facilities or nursing home/long term care facilities are permitted.



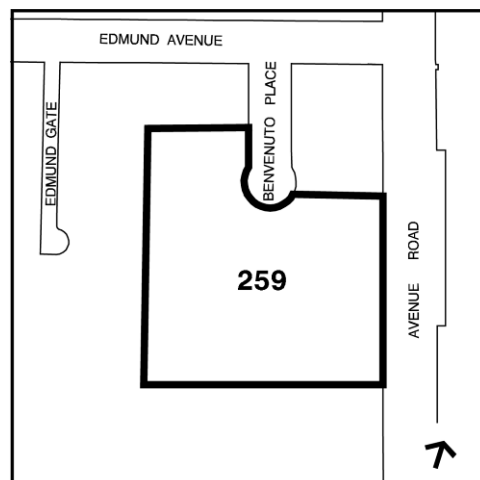
258. 47-51 River Street

No framework for new development as set out in a secondary plan will be required for these lands if the lands are developed only to permit 37 residential units and a maximum gross floor area of 5,500 square metres.



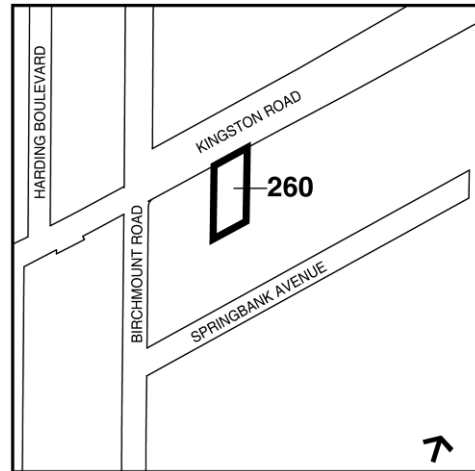
259. 1 Benvenuto Place

The conversion to condominium of the apartment building consisting of 116 residential units and a restaurant as of June 24, 2004, is permitted, provided the plan of condominium is registered within three years of the date of enactment of this amendment.



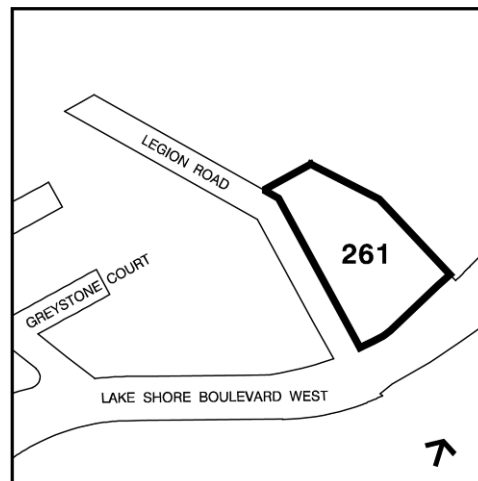
260. 1757 Kingston Road

Semi-detached and street townhouses are permitted.



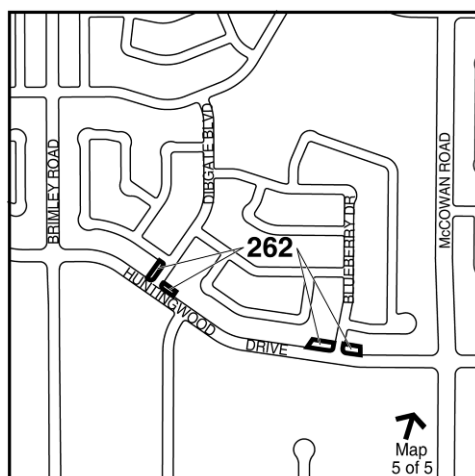
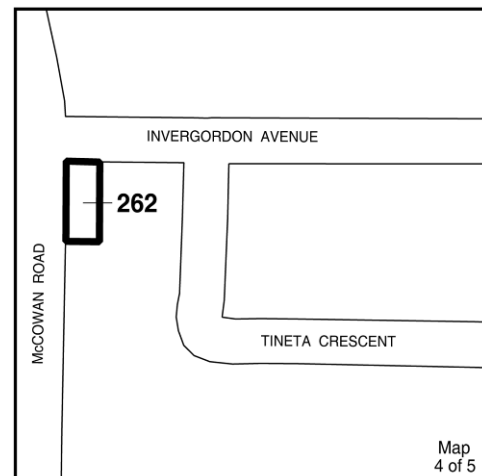
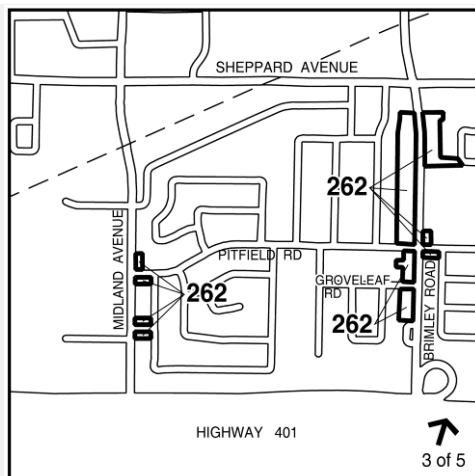
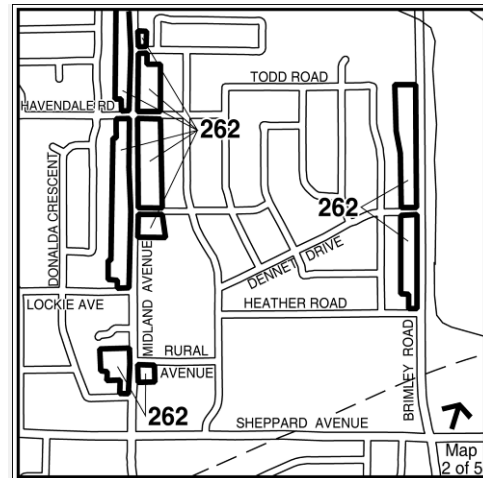
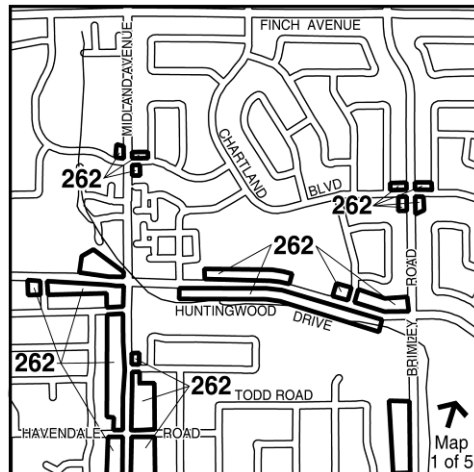
261. 2242 and 2246 Lake Shore Boulevard

Existing light industrial uses are permitted on an interim basis until redevelopment occurs.



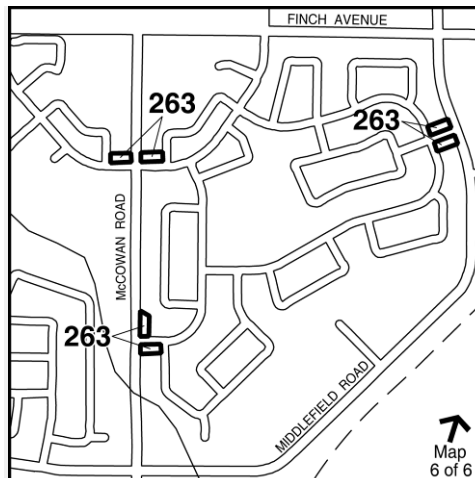
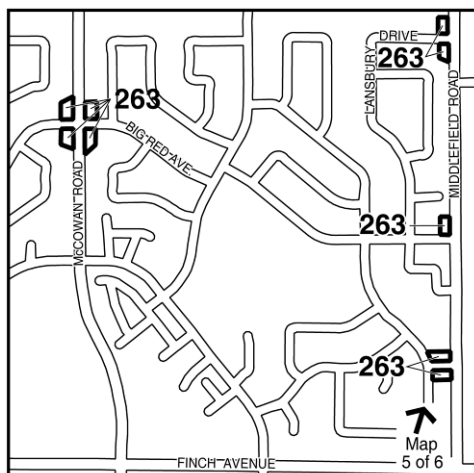
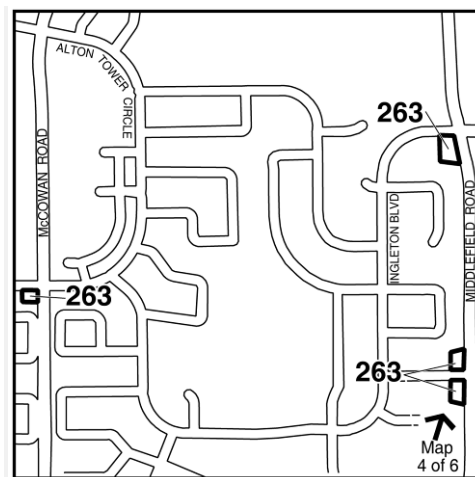
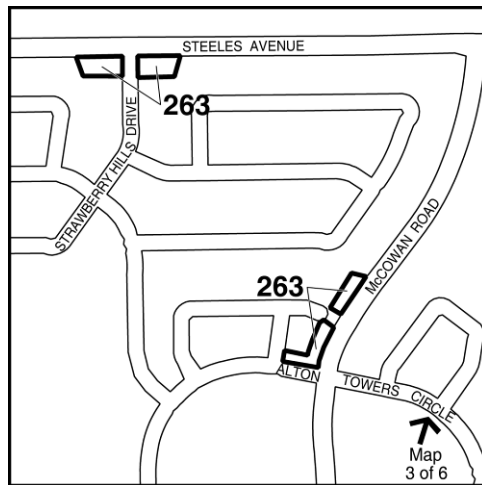
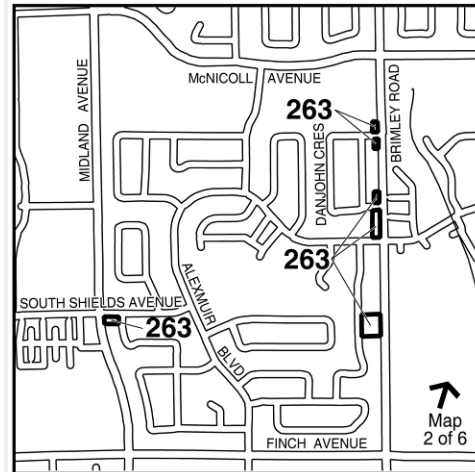
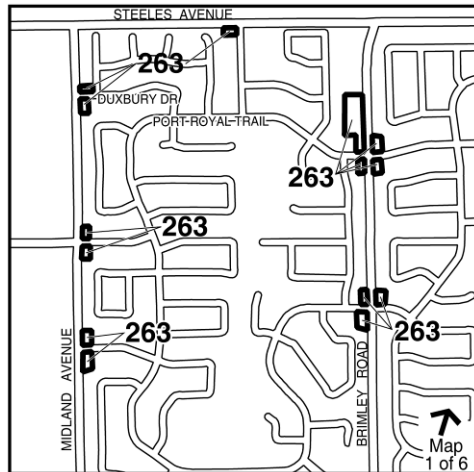
262. Lands along Midland Avenue and Brimley Road, South of Finch Avenue to Highway 401; McCowan Road, South of Huntingwood Drive to Highway 401; and Huntingwood Drive, East of CN Railway to McCowan Road

Only detached dwellings and semi-detached dwellings are permitted.

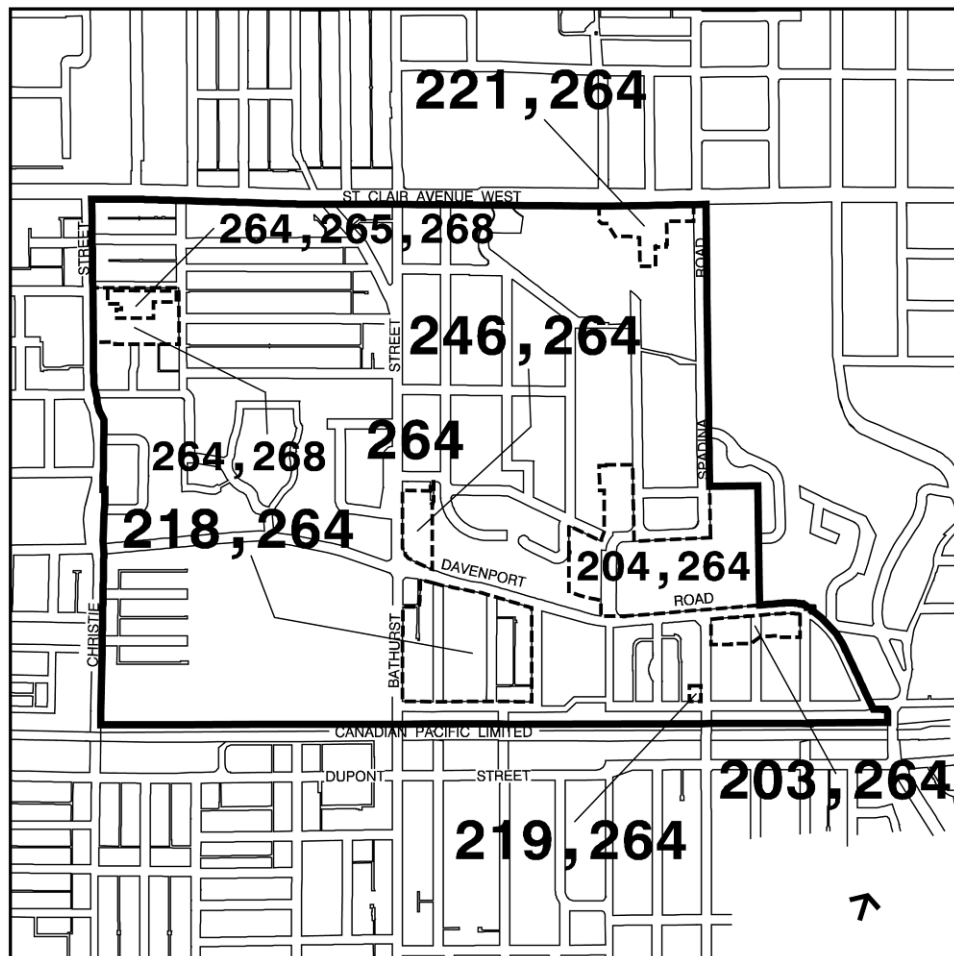


263. Lands along Midland Avenue and Brimley Road, North of Finch Avenue; the South Side of Steeles Avenue, McCowan Road, North of Huntingwood Drive; and the West Side of Middlefield Road

Only detached dwellings, semi-detached dwellings and street townhouses are permitted.



264. Area Bounded by Christie Street, Spadina Road/Davenport Road, St. Clair Avenue West and the CPR Midtown Line



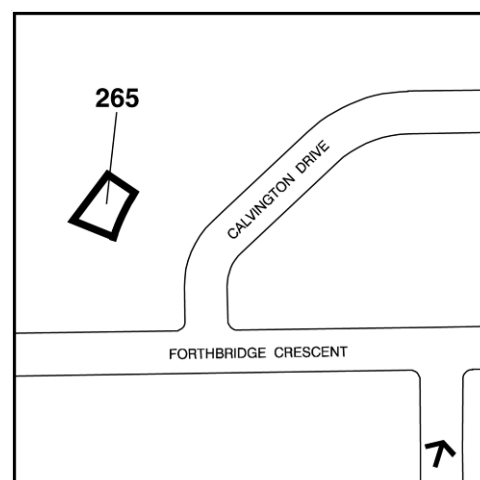
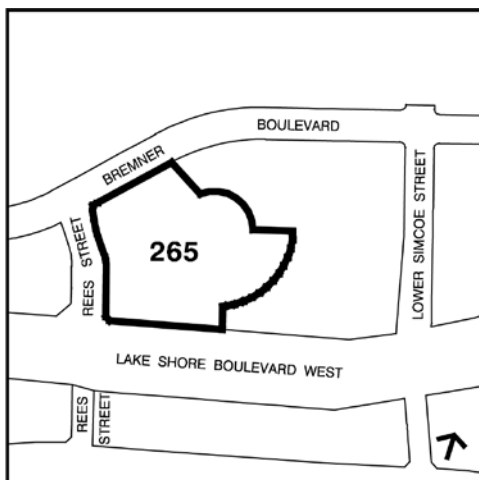
Buildings will have a scale that protects the distinctive characteristics of, and maintains views to and from the Nordheimer Ravine and the Lake Iroquois Escarpment, including the Casa Loma/Spadina House complex.

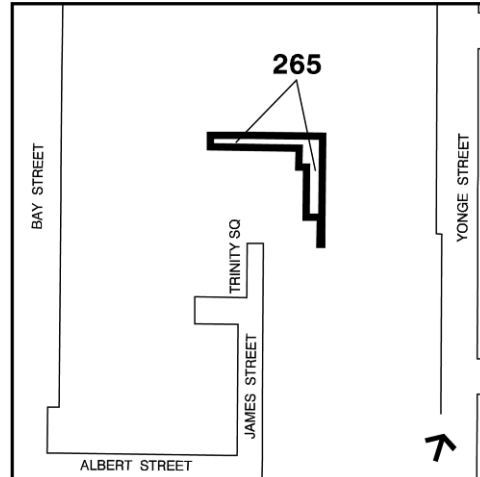
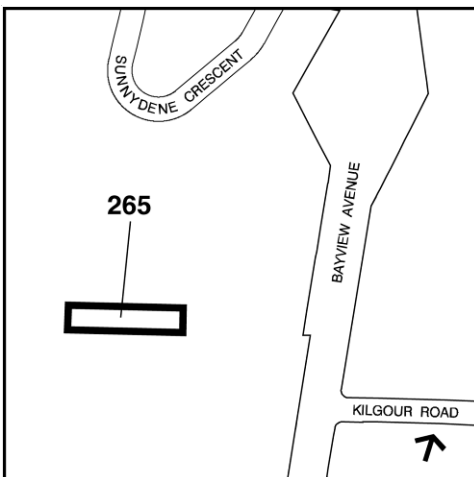
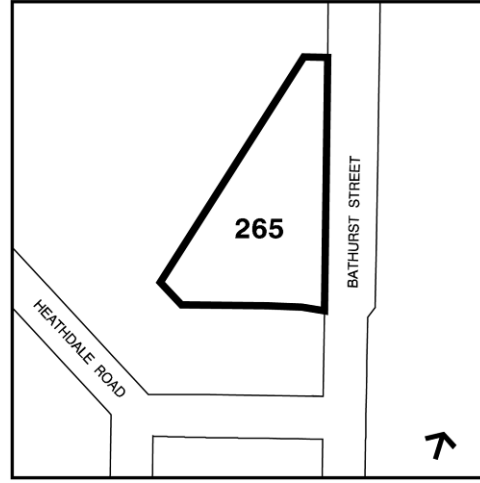
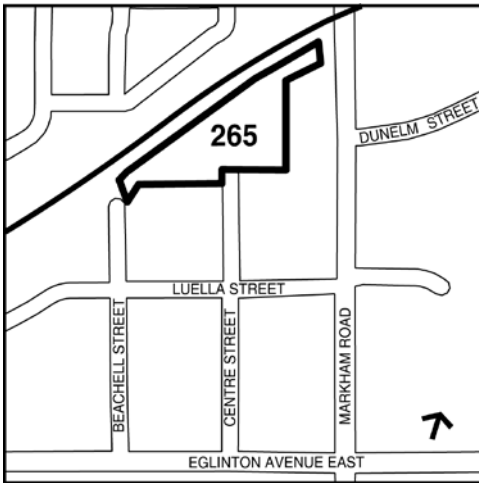
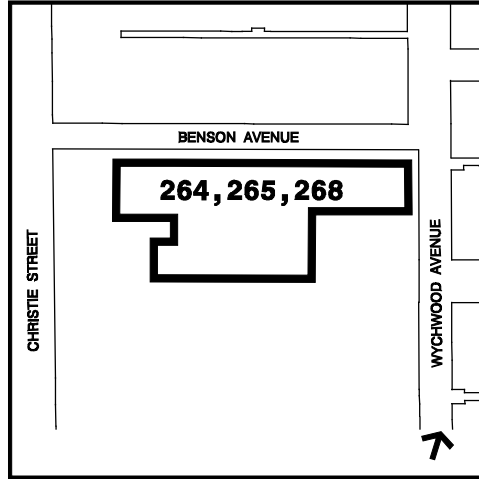
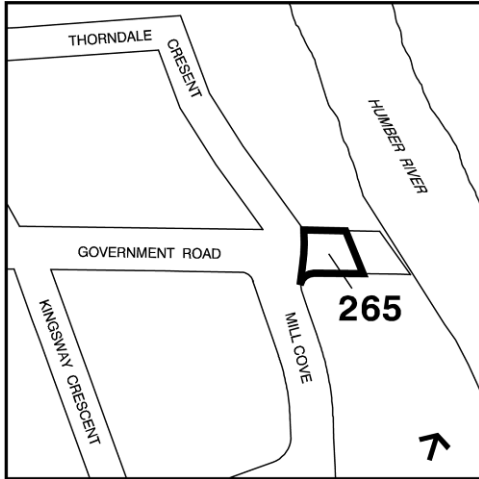
In particular, development in the area south of the Lake Iroquois Escarpment will have a low-to-moderate scale with a height and massing which respects and does not detract from the prominence of the Escarpment and the Casa Loma/Spadina House complex, and which maintains views to and from the Escarpment and the Casa Loma/Spadina House complex, with a particular emphasis on:

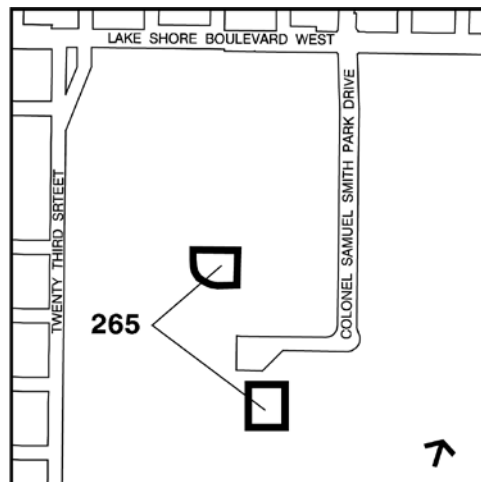
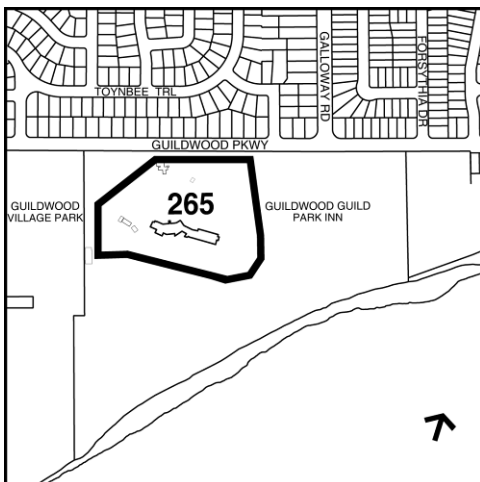
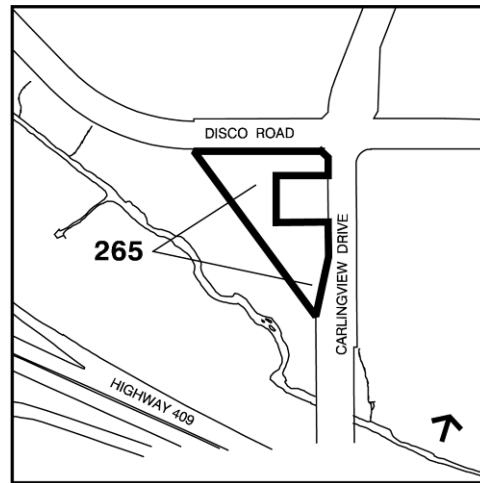
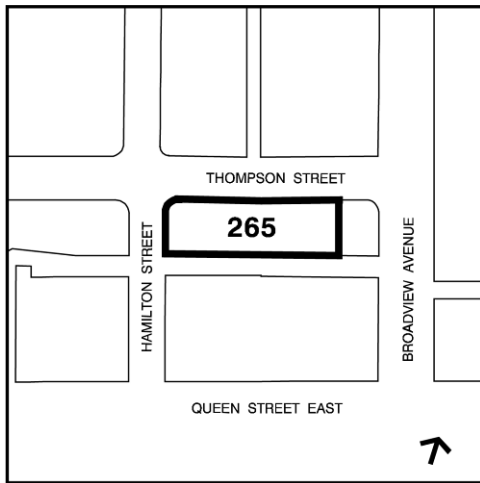
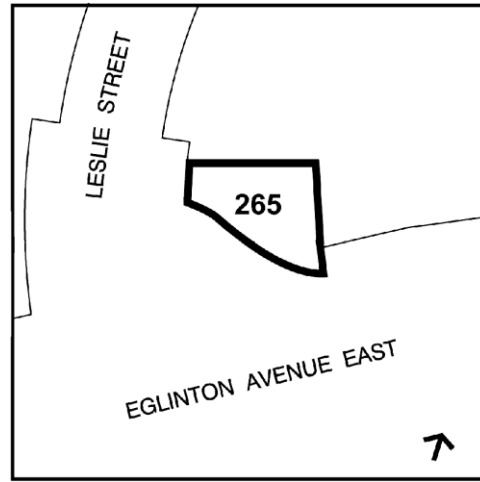
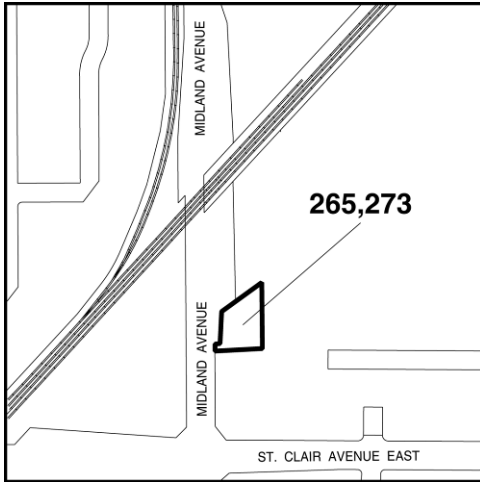
- i) views to these features from the public realm in areas to the south; and
- ii) views from these features, and particularly publicly-accessible areas of them, to the downtown skyline.

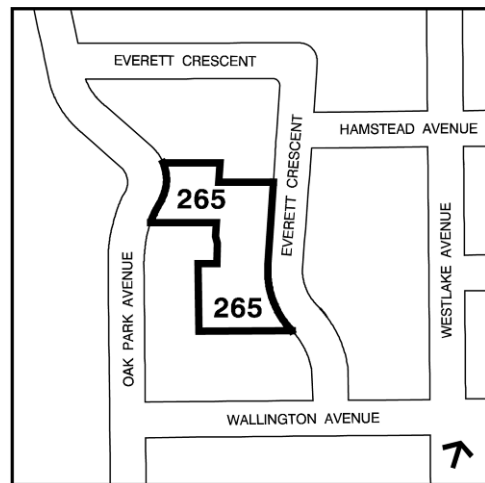
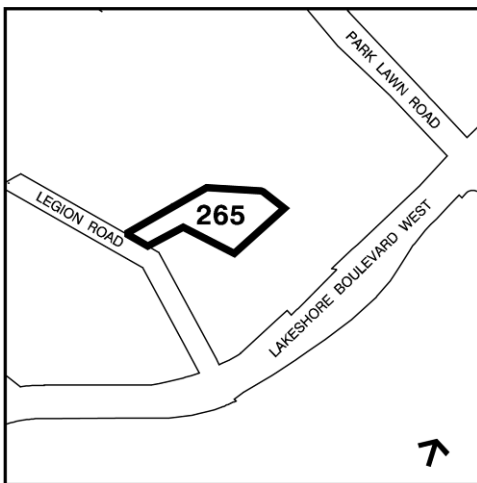
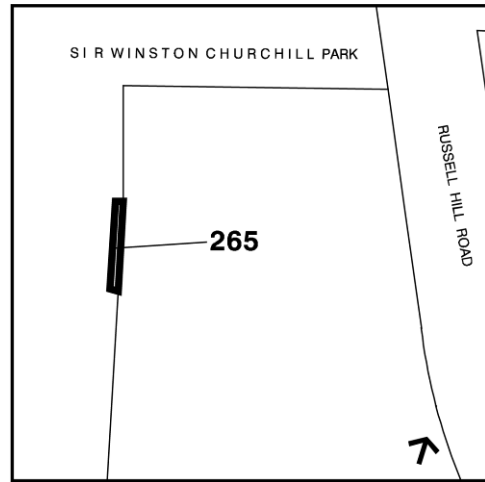
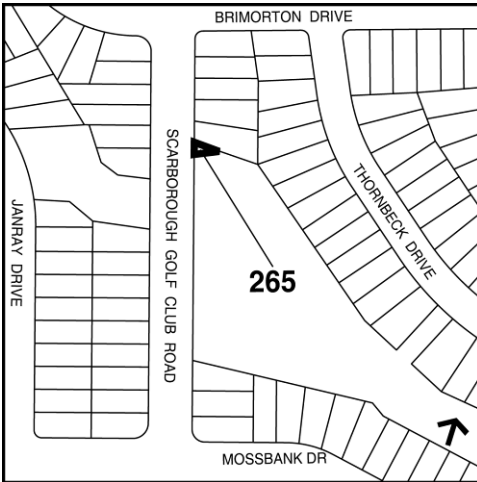
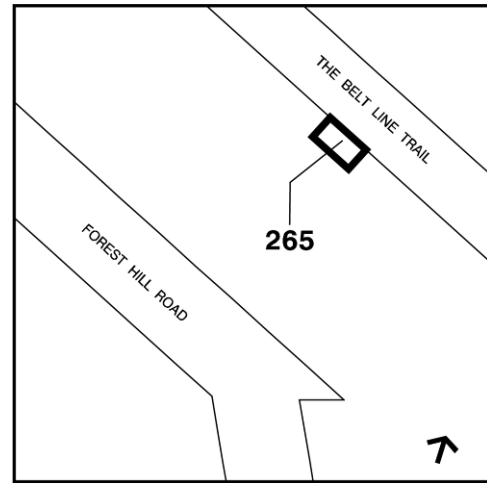
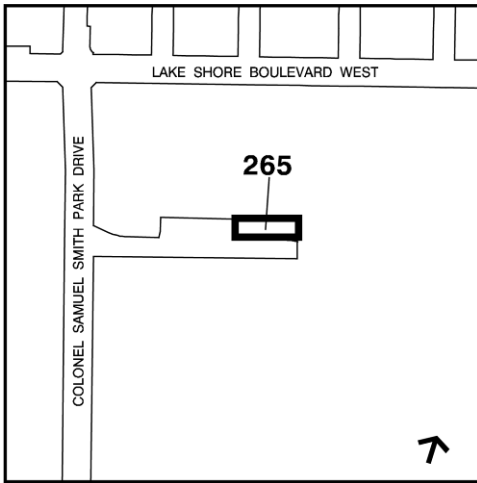
- 265. Certain Lands on the South side of Bremner Boulevard, East of Rees Street**
Certain Lands at the Rear of 268 Calvington Drive
Certain Lands at the Southwest Corner of Disco Road and Carlingview Avenue
Certain Lands on the West side of Everett Crescent North of Wallington Avenue
Certain Lands on the East side of Legion Road, North of Lake Shore Boulevard West
Certain Lands South of Lake Shore Blvd West, East of Colonel Samuel Smith Park Drive
Certain Lands South of Lake Shore Boulevard West, East of Twenty Third Street
Certain Lands at 6 and 10 Trinity Square
Certain Lands on the East Side of Mill Cove at Government Road
Certain Lands at 1610 Bathurst Street
Certain Lands North of Eglinton Avenue East, between Beachell Street and Markham Rd.
Certain Lands North of Gerrard Street East and West of Broadview Avenue
Certain Lands at the Rear of 200 Russell Hill Road
Certain Lands at the Rear of 199 Forest Hill Road
Certain Lands at 201 Guildwood Parkway
Certain Lands West of Wychwood Avenue, South of Benson Avenue
Certain Lands West of Hamilton Street and North of Thompson Street
Certain Lands Part of 120 Broadview and South of Thompson Street
Certain Lands West of 1900 Bayview Avenue
Certain Lands at 815 Scarborough Golf Club Road
Certain Lands at 850 Humberwood Boulevard
Portion of Wynnview Court and Unnamed Road Allowance
Certain Lands on the East Side of Kipling Avenue, North of Rowntree Road
Certain Lands North of Birmingham Street and West of Kipling Avenue
Certain Lands North of Horner Avenue and West of Orianna Drive
Certain Lands South of Lake Shore Boulevard West and West of Superior Avenue
Certain Lands North of St. Clair Avenue East and East of Midland Avenue
Certain Lands at the Northeast Corner of Eglinton Avenue East and Leslie Street

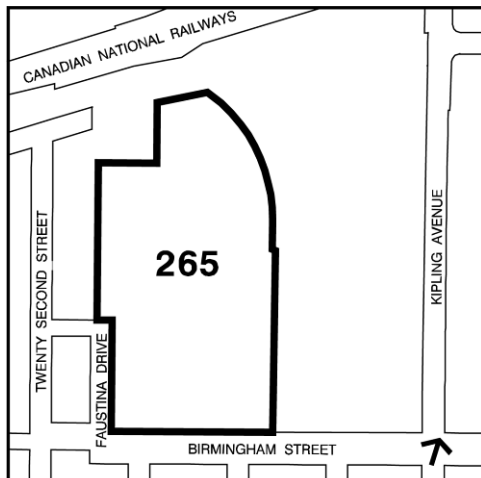
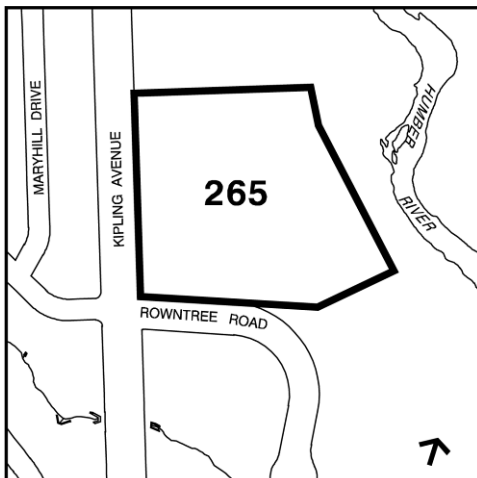
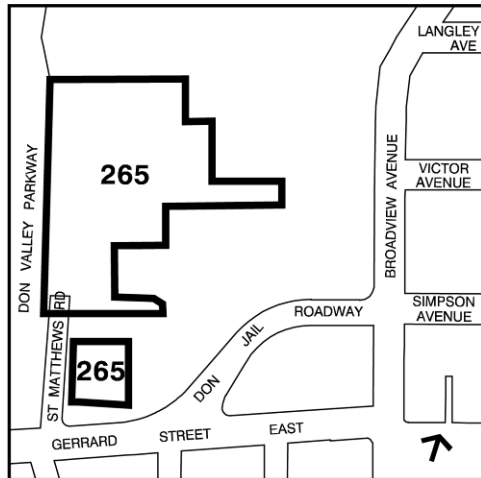
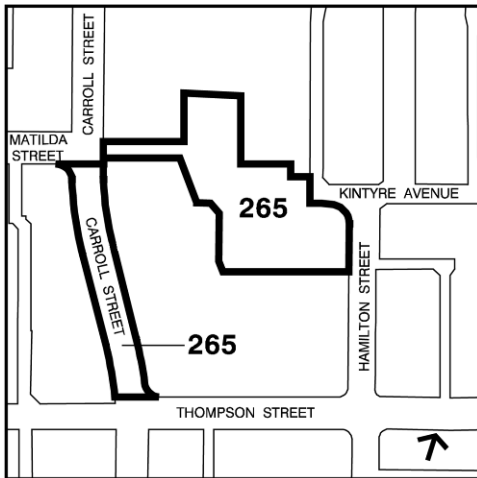
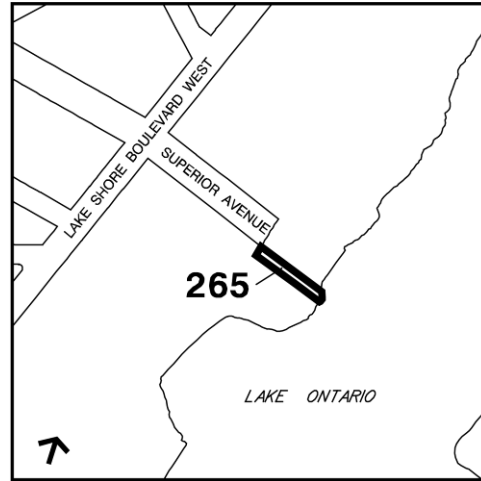
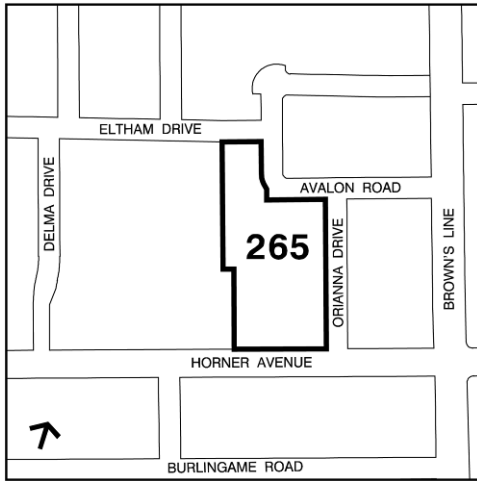
Provisions of this Plan prohibiting the disposal of City owned land in the *Green Space System* or *Parks and Open Space Areas* do not apply.

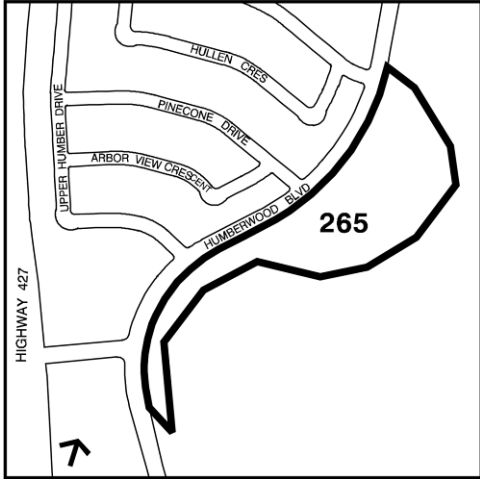






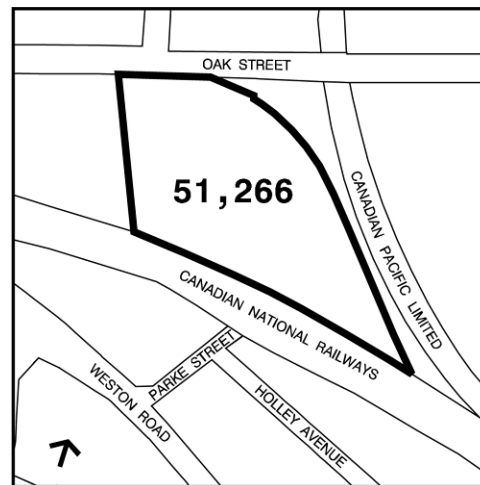






266. 21 Oak Street

Ninety-nine, 3 storey townhouses are permitted.



**267. 269 Haddington Avenue
2256 – 2270 Lawrence Avenue West**

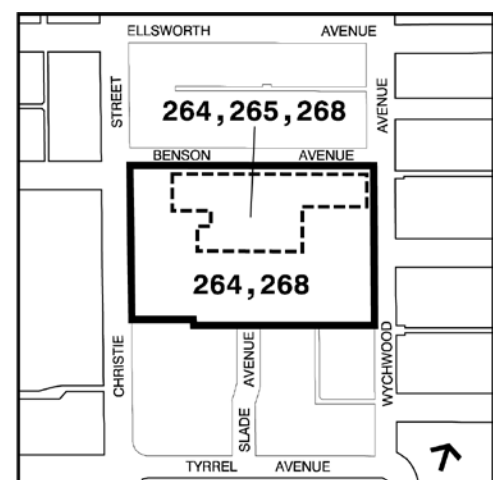
Semi-detached dwellings are permitted.



268. Lands known municipally in the year 2005 as 76 Wychwood Avenue

The following provisions apply to the adaptive re-use of the former TTC Car Barns into a Green/Arts Barns Project:

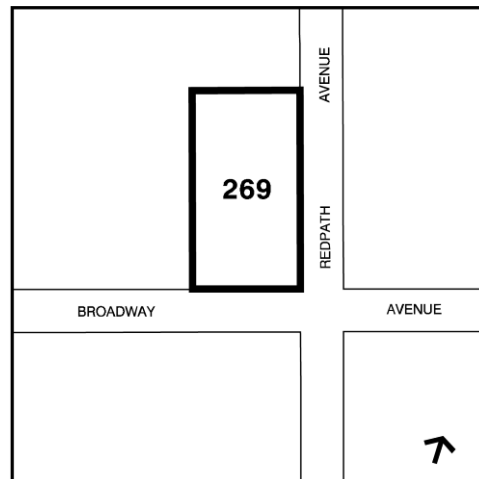
- a) the total gross floor area does not exceed 5,775 square metres;
- b) the following uses focused on the arts and environment are permitted: artist live/work units, artist or photographer's studios, multi-purpose rooms used for the display and exhibition of art, cultural and community events, and meeting and administration spaces, pedestrian walkway and circulation area, performing arts studios, gallery space, market gardening excluding a nursery sales station, a community bake oven and uses accessory thereto;



- c) the buildings contain not more than 26 artist live/work units; and
- d) the City may declare surplus and dispose of the lands at 76 Wychwood Avenue, to a maximum land area of 5,404 square metres, to permit the adaptive re-use of the former TTC Car Barns into a Green/Arts Barns Project.

269. 82, 86 and 90 Broadway Avenue

A minimum of 72 rental units are to be provided, being less than 100 per cent of the required rental replacement.



270. 1465 Birchmount Road

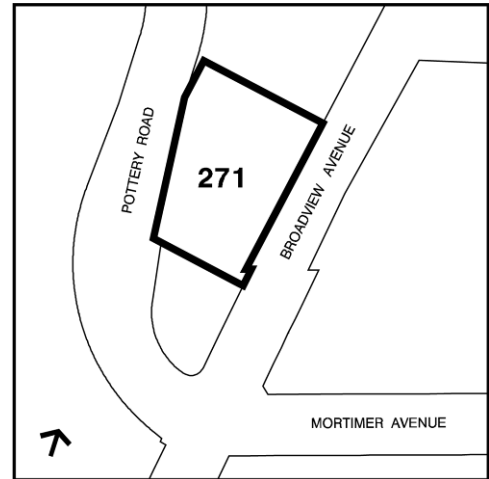
Townhouse units at a minimum density of 160 square metres of lot area per dwelling unit are permitted.

In the event that the adjacent lands develop with similar density residential uses, integration of access, internal circulation, building relationships and open space areas where feasible will be encouraged.



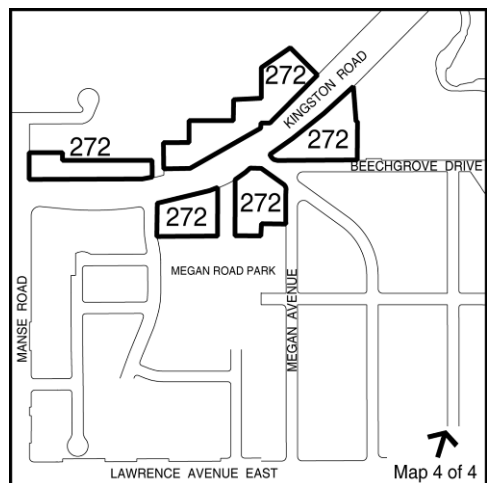
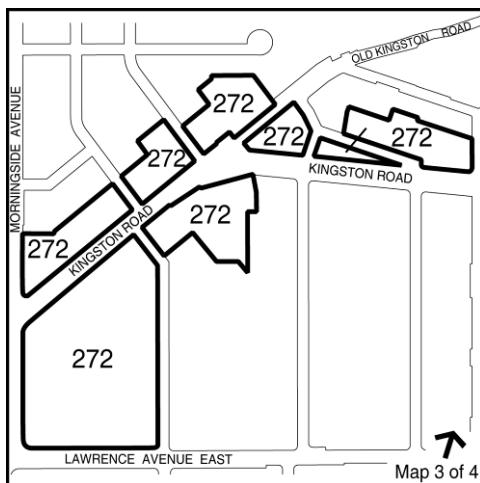
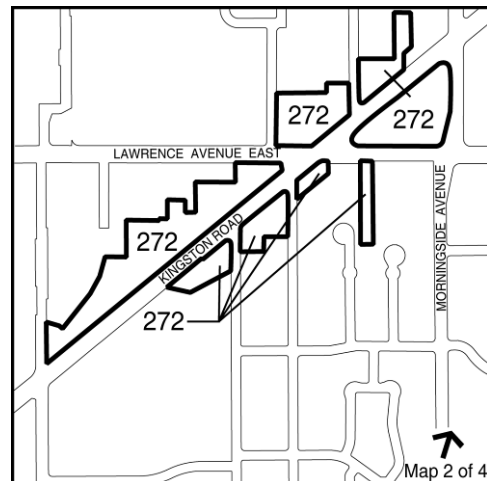
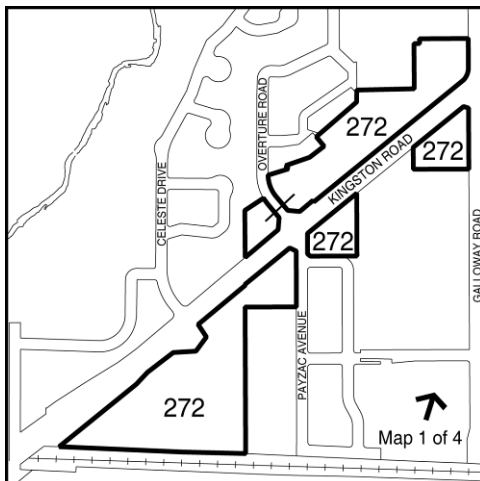
271. 1042-1048 Broadview Avenue

Development may be considered within 10 metres of the top-of-bank of the valley.



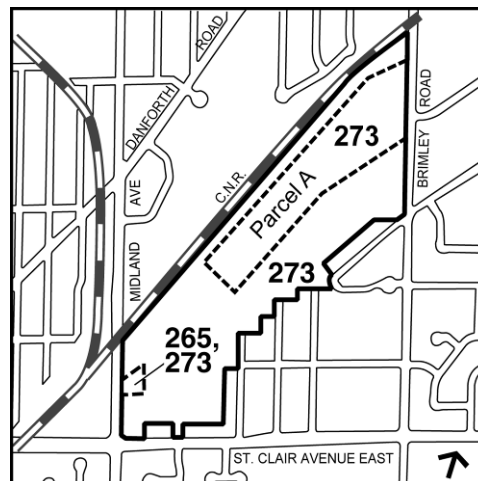
272. Lands located along both sides of Kingston Road, from the CNR overpass to the Highland Creek Bridge and the lands on both sides of Old Kingston Road, west of West Hill Drive

Service stations, used car sales lots and public garages are not permitted within the *Mixed Use Areas* designation except where they existed on June 26, 2003.



273. Lands between Midland Avenue and Brimley Road, north of St. Clair Avenue and South of the CN Railway

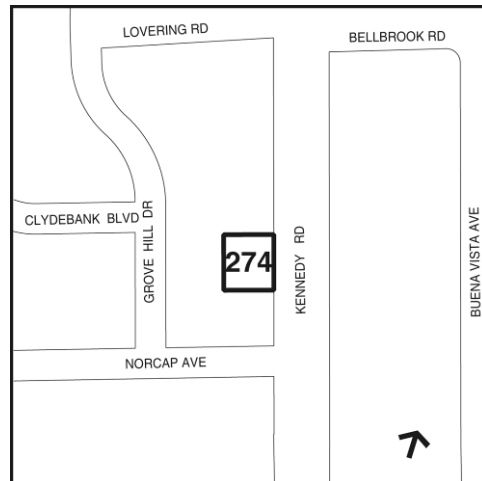
- a) New residential development will be compatible with existing low density residential uses, will include a park as the focus of the neighbourhood and will promote a high quality of design and superior streetscapes.
- b) Additional guidance for the implementation of the above-noted principles and other urban design matters, during detailed consideration of draft plans of subdivision, condominium, conditions to approval of such plans, consents, zoning by-laws and site plans, will be had for the Midland/St. Clair Urban Design Guidelines. Among other matters, the Guidelines will address Brimley Road and Midland Avenue frontages, and the northeast corner of Midland Avenue and St. Clair Avenue.
- c) Only detached, semi-detached and townhouse dwellings are permitted on the lands designated *Neighbourhoods*, with the location for dwelling units types and the density of development to be specified in the Zoning By-law.
- d) Only apartments to a maximum of four storeys and townhouses are permitted within the *Mixed Use Areas* designation. Limited ancillary retail uses may be permitted on the ground floor of an apartment building or within a townhouse unit to provide for a live/work opportunity on these lands.
- e) In recognition of the prominence of the intersection of Midland Avenue and St. Clair Avenue as an entry to the community, development on this intersection will achieve a high quality of design, with buildings situated close to the street edge, with parking areas located to the rear of the buildings or underground, and incorporating pedestrian amenities and landscaping.
- f) New development will accommodate cycling/pedestrian connections from the park to Brimley Road.
- g) Holding (H) provisions in the Zoning By-law may be used to:
 - i) ensure that the necessary infrastructure, servicing and/or transportation improvements are in place to accommodate the development;
 - ii) ensure that an appropriate level of land consolidation has occurred to provide for the orderly development of the lands and ensure that the development respects and reinforces the existing development in the area; and
 - iii) ensure that environmental studies to confirm that the soil conditions and other matters relating to environmental quality meet the relevant Ministry of the Environment guidelines for the proposed use have been submitted to the satisfaction of the City.
 - iv) In addition to the matters included in Section (g) (i), (ii) and (iii), the Holding (H) provisions in the Zoning By-law may also be used for development on Parcel 'A' to:



- ensure that industrial uses on the lands have ceased; and
 - ensure that necessary agreements such as subdivision, consent or site plan agreements have been entered into pursuant to Sections 41, 51 or 53 of the *Planning Act*.
- h) In addition to Sections (a) to (g) above, development on Parcel 'A' will proceed in accordance with the following additional policies:
- i) Parcel 'A' is situated within the area of the Phase 3 Scarborough Transportation Corridor Land Use Study for lands east of Midland Avenue west of Brimley Road, north of St. Clair Avenue and south of the CN rail line. This land use study established the Midland/St. Clair community. The subject lands will become part of the Midland/St. Clair community.
 - ii) A centrally located park is the focus of the Midland/St. Clair community and of the existing surrounding neighbourhoods. The development of community services and facilities in this park is of primary importance to support new development and enhance the liveability of this residential area. Accordingly, in considering development approvals Council may determine that this priority takes precedence over achievement of other community services and facilities and housing objectives of this Plan.
 - (iii) In order to ensure a liveable residential community, consideration will be given to accepting appropriate public benefits pursuant to Section 37 of the *Planning Act* to help the City achieve the objective of developing community services and facilities in the park within the Midland/St. Clair community.
 - (iv) A maximum of 340 dwelling units are permitted.

274. 2716 – 2718 Kennedy Road

Development of this site may occur with frontages substantially smaller than the lot sizes which are characteristic of the neighbourhood.



275. 53 Old Kingston Road

Business and Professional Offices are permitted.



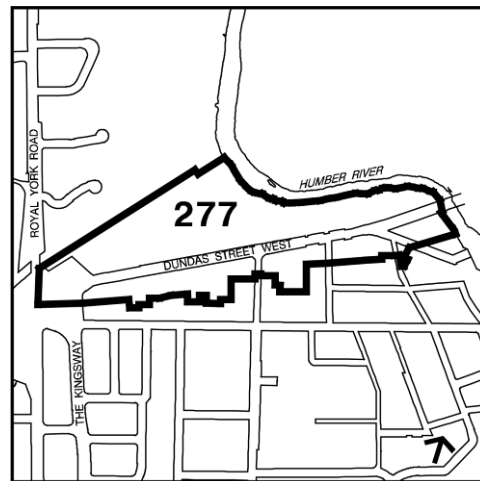
276. West of Neilson Road, south of the CPR line

Banquet hall is a permitted use.



277. Lands on the north and south side of Dundas Street West, between Royal York Road and the Humber River

Townhouses are not permitted in *Mixed Use Areas* on the north side of Dundas Street West and in the first 60 metres of depth from the Dundas Street West frontage on the south side of Dundas Street West.



Dundas Street West Urban Design Guidelines

Development at the portion of Dundas Street West from Royal York Road at the west end to Humber Bridge at the eastern end will be consistent with the following Urban Design Guidelines.

Location and Organization Relative to Streets and Open Spaces

Building Siting and Organization

- Locate building frontages at or near the property line to create a street wall.
- Locate main entrance along Dundas Street and any proposed new public streets.
- Promote a diversity of active ground floor uses such as retail, office and community services that generate pedestrian activity.
- Encourage Live-work units along Dundas Street.
- Encourage architecture and landscaping that is consistent with the high level of quality in the Kingsway neighborhood
- Surface parking should not be sited within the front yard.
- Access driveways should not be located between the building façade and the street line.
- Private outdoor amenity spaces should not be located along the street edge. Use rear yards and flat roofs for outdoor amenity spaces.

Building Entrance

- Building main entrances should front onto the public streets and be directly connected to the public sidewalk with walkways uninterrupted by driveways.
- Architectural elements such as canopies should be used to enhance and articulate the building entrances at ground level.
- Ground floor level of at-grade residential units should be elevated from the sidewalk level by a minimum of 0.60 metres but not greater than 0.90 metres.

Driveways/Vehicular Site Entry

- Minimize the number of interruptions to the Dundas Avenue public sidewalk by limiting the number and width of driveway curb cuts along this public street.
- Provide vehicular access to site from a secondary street when available.
- Create a network of interconnected secondary roads and laneways at deeper sites in order to reduce the dependence on Dundas Avenue West for access.
- Encourage combining driveway access to adjoining sites.

Parking and Servicing Layout and Organization

- Surface parking and site servicing should be at the side or rear of the building.
- Bicycle parking should be provided near the building entrances.
- Provide underground parking garages whenever possible and limit the amount of surface parking.
- Garbage storage areas should be integrated within the building envelope in all new developments.
- Garbage storage areas located outside of the building should be setback from the adjoining low density residential areas by a minimum of 1-metre from the property line and fully enclosed (i.e. roof, solid walls and door panels). The garbage enclosures should be constructed and finished with the same details and finishes as the main building and provided with the appropriate landscape treatments to reduce its visual impact.
- Ramps to underground parking areas should be integrated within the mass of the building and not within the open space.
- Service and parking access to a building should be integrated to provide a single vehicular access zone within the façade.
- Encourage the inclusion of municipal parking lots or U/G garages within large developments to support parking needs within the area.

Pedestrian Linkages

- Review the existing and potential location of pedestrian crossings on Dundas Street. Provide additional crossing points or relocate existing ones as necessary to improve connectivity between developments at the north and south side of Dundas Street.
- Provide a new recreational pathway along the hydro corridor.
- Improve access and signage to the recreational trails in the Humber Ravine.
- Encourage through block pedestrian connections to the recreational pathway along the Hydro corridor and to the recreational trails in the Humber Ravine.

Grading Relationships

- Finished grades along Dundas Avenues and along new streets should not exceed 0.9 metres to maintain visual connection between the public realm and the building interiors.

Building Massing

Street Enclosure and Continuity

- Provide a minimum building height of 2 storeys (7.5 metres measured from the public sidewalk level adjacent to the building main entrance) and maximum building height of 6-storeys (18.5 metres measured from the public sidewalk level adjacent to the main building entrance) along Dundas Street West.
- Provide a minimum ground floor height of 3.6 metres for buildings along Dundas Avenues West in order to create the opportunity for commercial uses at grade in new development, be able to elevate residential units by 3-5 steps from the sidewalk level and allow for future conversion of residential units at-grade into commercial or community serve uses.
- Provide a minimum 70% of building façade along the Dundas Avenue West frontage should be provided.
- Residential developments should have a minimum 2 metre setback from the street edge.
- Buildings are to be stepped back 1.5 metres at the fourth storey.
- Use the building massing and landscaping to accentuate street corners.
- Maximize the amount of building entrances and glazing along streets, open spaces and walkway edges.

Relationship to Neighboring Development

- Any proposed building on sites abutting the existing R2 Zoning in the Kingsway neighbourhood should not project beyond the 45 degree angular plane drawn perpendicular to the rear property line.
- Provide the appropriate transition of height and building setback.

- Built form and landscaping should be used to screen parking and service areas from adjacent sites.
- Locate and screen noise generating areas and installation such as ventilation units and loading/unloading areas from the existing R2 zone and noise sensitive new developments.

Lands between the Railway Corridor and beyond 80 metre distance from the Dundas Street northern edge

- This land should be subject to a separate review process because of its distance from the Dundas Street edge and the opportunities for greater building heights and densities.

Landscape Elements and Pedestrian Amenities

Landscape Plans and Details

- Landscape strips should be provided along the Dundas Street edge of existing surface parking areas as part of any proposal for partial redevelopment or renovation/conversion works of existing buildings on these sites as an interim measure to improve the street edge.
- Existing trees in good condition should be retained whenever possible.

Streetscape Improvements

- Provide a minimum 5 metre wide pedestrian zone at the curb to accommodate a continuous sidewalk and distinctive streetscape treatment.
- Plant street trees along Dundas Street West and any new local roads at 6 to 8-metre intervals that conform to the City of Toronto Urban Design Streetscape Manual and the current Urban Forestry Street Tree Planting Standards.
- Plant a double row of street trees on the north side of Dundas Street West where the building setback is greater.
- Replace existing street lighting standards with new lighting standards that integrate pedestrian scale lighting.
- Provide landscaped medians at the east and west entry points to the Dundas Street Avenue area as gateway features.
- Provide coordinated streetscape furniture i.e. light standards, benches, and waste receptacle details that is definitive to the area.
- Locate overhead utility wiring underground in coordination with streetscape improvements.

Public Open Spaces

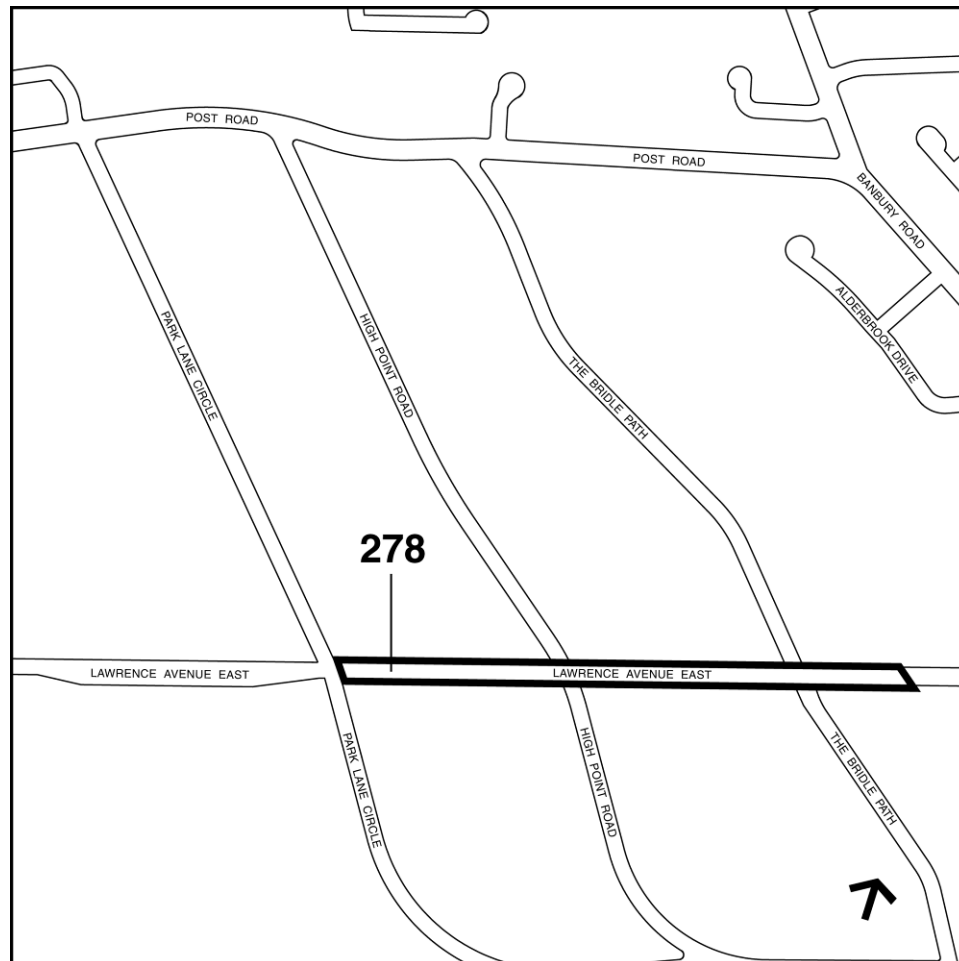
- Create a new public open space through the development of large sites particularly at the north side of Dundas Street.
- Improve public sidewalk and public open space linkages to the Humber ravine trail system.

Public Art

- Create a public art program that will give identity and character to the area and relate it with the Kingsway neighbourhood.
- Use public art with landscaping to define the entrances and heritage sites within the area e.g. mural on the existing Bruno's blank western façade and free-standing public art near the heritage buildings at the eastern end of the area.

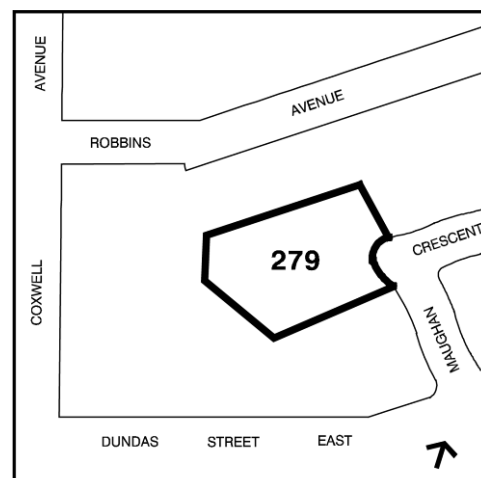
278. Lawrence Ave. East Right-of-Way between The Bridle Path and Park Lane Circle, and Lawrence Ave. East Right-of-Way between The Bridle Path and 120 m east of The Bridle Path

Additional lands acquired to achieve the right-of-way widths shown in Schedule 1 will be utilized for boulevards, the placement of utilities, landscaping and pedestrian amenities, but not for additional lanes of motor vehicle traffic or bicycle lanes.



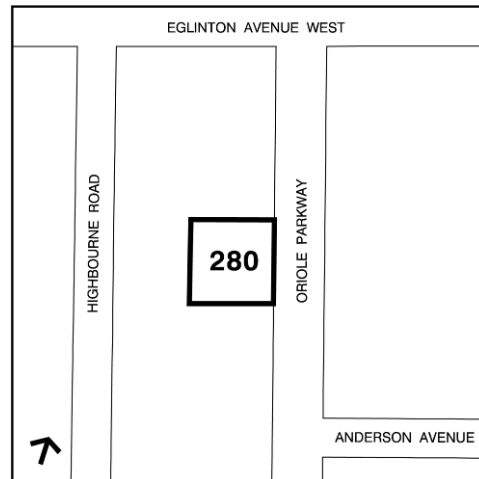
279. 19 to 29 Maughan Crescent

Eighteen townhouses are permitted, in addition to the existing pair of semi-detached houses at 27 and 29 Maughan Crescent.



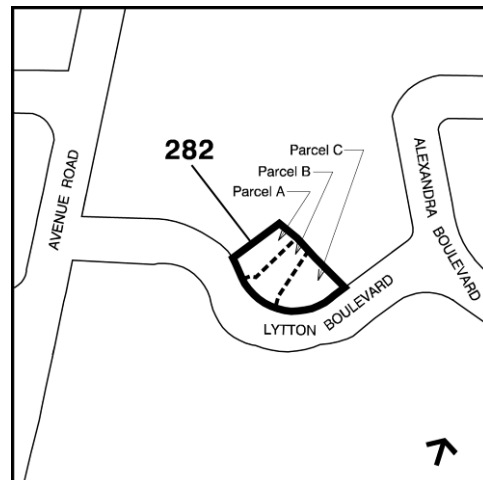
280. 480 Oriole Parkway

Conversion to condominium of an existing co-ownership apartment building containing 33 residential units as of December 18, 2006, is permitted, provided the condominium is registered within 3 years of draft approval.



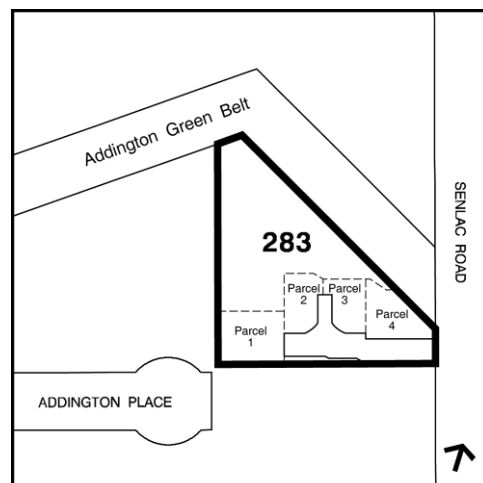
282. 224 Lytton Boulevard

Development on Parcels A and C may be set back a minimum of 4 metres from the ravine top-of-bank. Development on Parcel B may be set back a minimum of 7.2 metres from the ravine top-of-bank.



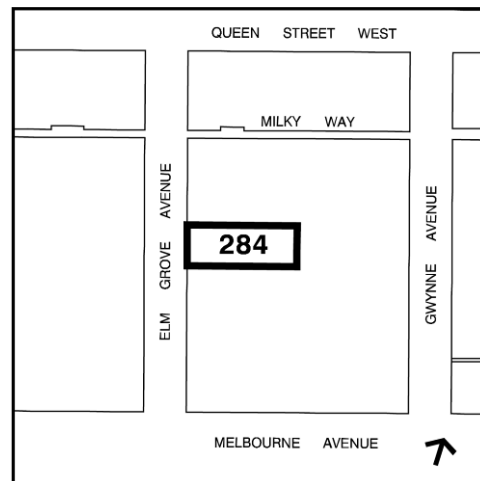
283. 20 Senlac Road

Development on Parcel 3 may be set back a minimum of 5.5 metres from the ravine top-of-bank. Development on Parcel 4 may be set back a minimum of 9.5 metres from the ravine top-of-bank.



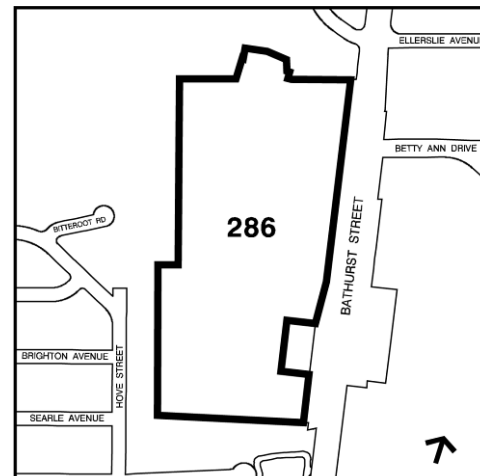
284. 57 and 59 Elm Grove Avenue

For the purposes of the Official Plan and Zoning By-law requirements, the lands at 57 and 59 Elm Grove Avenue will be considered one development. Within this development, 2 semi-detached houses containing a total of 2 dwelling units fronting onto Elm Grove Avenue, 4 two-storey row houses containing a total of 4 units to the rear of the semi-detached dwellings and 1 existing converted house containing 3 dwelling units are permitted.



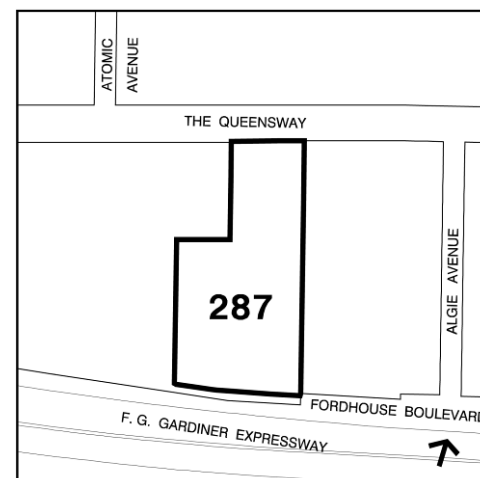
286. 4588 and 4600 Bathurst Street and adjacent lands to the north

- a) The lands contain the existing Jewish Community Centre.
- b) Development is permitted within 10 metres of the top-of-bank of the valley.
- c) Land below the top-of-bank may be used to calculate permissible density in the Zoning By-law.
- d) Surface parking is permitted on lands designated *Natural Areas and Parks*.



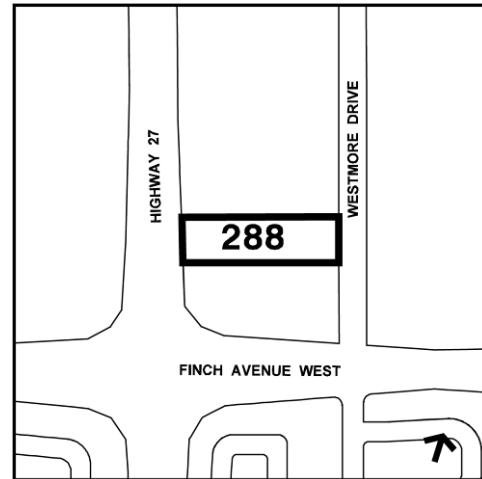
287. Lands at 1553 and 1561 The Queensway and 80 Fordhouse Boulevard

A large scale stand-alone retail store, retail and service uses are permitted.



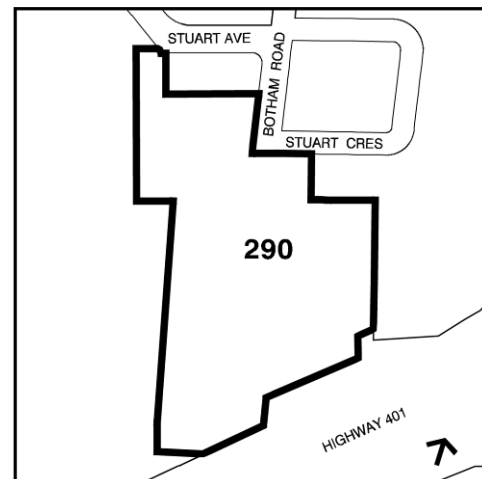
288. Lands at Lot 35, Westmore Drive

A 5-storey senior citizen apartment building with ancillary commercial facilities is permitted.



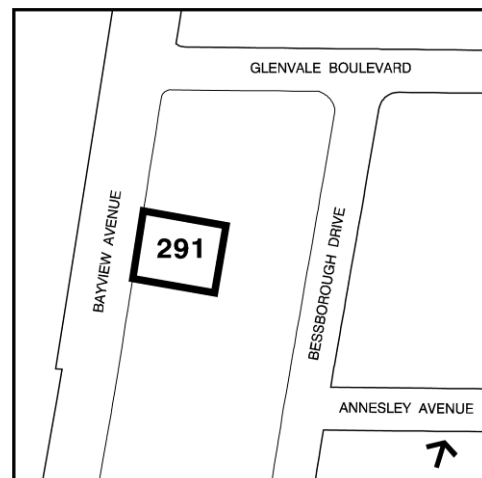
290. 1 Botham Road

- a) An apartment building with a maximum building height of 7 storeys and 24 metres is permitted.
- b) Land below the top-of-bank may be used to calculate permissible density in the zoning by-law.



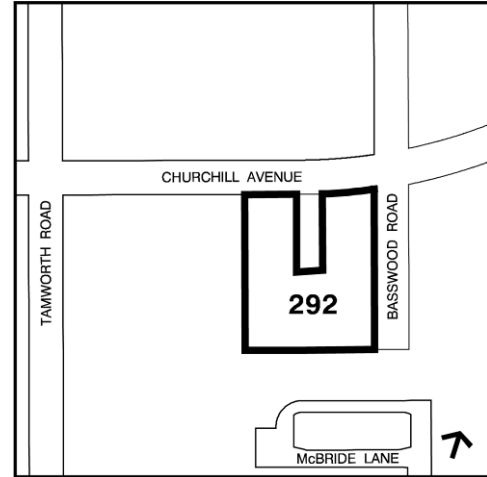
291. 1901 Bayview Avenue

Conversion to condominium of an existing apartment building consisting of 36 residential units as of August 31, 2006 is permitted, provided that the condominium is registered within 3 years of draft approval.



292. 61, 65, 69 and 71 Churchill Avenue and 2-6 Basswood Road

Thirty-six townhouses with a maximum building height of four storeys are permitted.



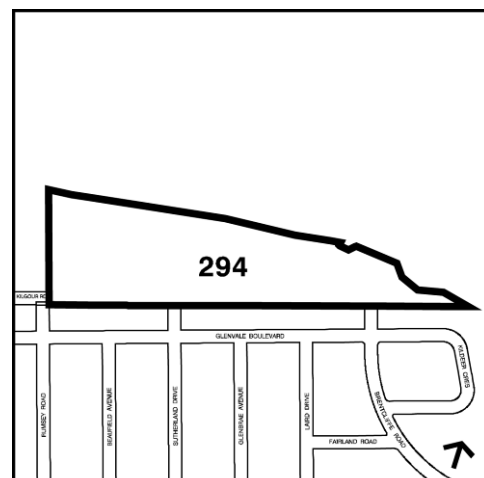
293. 1625 Military Trail

Sixty six townhouse units are permitted.



294. 175 Brentcliffe Road, 345 and 347 Rumsey Road, and 510 and 520 Sutherland Drive

- a) In addition to the uses provided for in the *Institutional Areas* designation, all residential uses provided for in the *Neighbourhoods* designation are permitted.
- b) Infill residential development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation in established *Neighbourhoods* will:
 - i) have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for

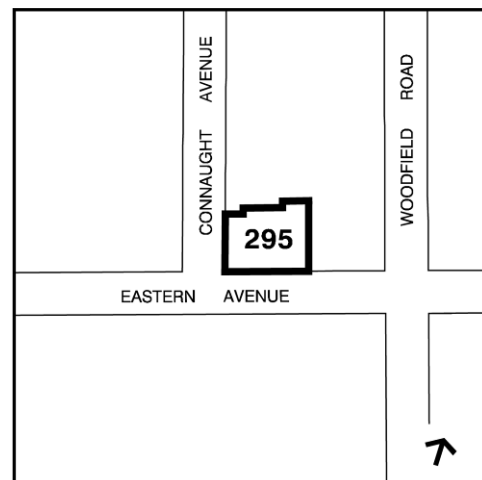


adjacent and nearby residential properties;

- ii) provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- iii) front onto existing or newly created public streets wherever possible, with no gates limiting public access; and
- iv) locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.

295. 962, 966 and 968 Eastern Avenue

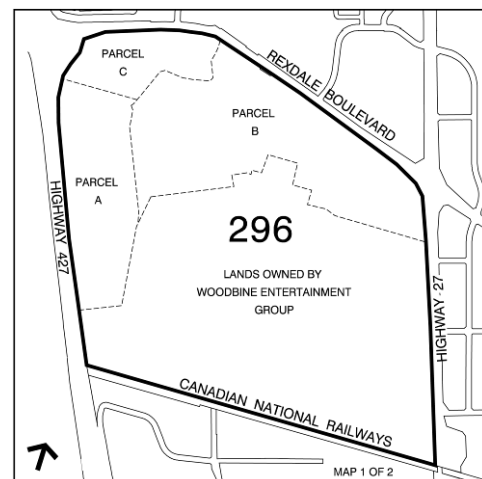
A five storey mixed-use affordable housing building is permitted.



296. South side of Rexdale Boulevard, east of Highway 427, west of Highway 27 north of the Canadian National Railway (Woodbine Racetrack)

The following planning framework applies to the Woodbine Entertainment Group Lands, provided development is in accordance with Site and Area Specific Policy No. 29 and all other policies of this Plan:

- (a) Overall Framework
 - (i) Development of the lands will sustain and build on the existing horse racetrack and associated entertainment uses to create a prominent, active, pedestrian-friendly commercial retail and entertainment centre and residential neighbourhood; for residents, workers and visitors in the Greater Toronto



Area.

- (ii) Development of the lands will build on the existing campus like setting and organize new development into districts for commercial retail and entertainment and residential with sub-areas organized around design features, amenities, streets and lanes;
- (iii) Development and its associated infrastructure may be phased and will be structured to support public access and connections on the lands and to surrounding streets and areas; and
- (iv) Development will proceed in a manner that will not preclude additions to the road network, enhanced surface transit and future transit improvements including the potential for a GO transit station located along the CNR line abutting the south limit of the lands.



(b) Commercial Retail and Entertainment

In addition to Site and Area Specific Policy No. 29 (e) (iii) permitted uses include a horse racetrack and related, associated and accessory uses, including gaming, entertainment, retail, including large scale, stand-alone retail stores, hotel, restaurant and office uses.

Large scale, stand-alone retail stores are only permitted east of Highway 427 as shown on Parcel A, on Map 1. Large scale, stand-alone retail stores and power centres will not be permitted along the Rexdale Boulevard frontage in accordance with Policy 4.6.3 of the Plan. All other uses are only permitted in locations as shown on Parcel A and B, on Map 1.

Development of the lands may proceed in phases with a network of public streets and private driveways with sidewalks, publicly accessible and private open spaces and pedestrian links.

Development will proceed generally in accordance with the Development Concept as identified on Map 1. The Draft Plan of Subdivision, Master Site Plan, urban design guidelines and streetscape plans will be developed in accordance with the Development Concept.

(c) Residential

In addition to Site and Area Specific Policy No. 29 (e)(i) and 29 (e)(ii) residential and other sensitive land uses are only permitted on Parcel C of Map 1. A planning framework consistent with Section 3.3, Building New Neighbourhoods, including strategies for the provision of parkland, affordable housing, community services, and local institutions among other matters shall be prepared prior to the enactment of any implementing zoning by-law.

(d) Implementation

- (i) Subdivision Agreement and other agreements to include a master site plan, servicing and infrastructure development, phasing strategy, tree removal and replacement strategy, urban design guidelines, transit and parking strategy, financial strategy, and including provisions to secure amenities and features, which may include public easements to indoor/outdoor amenity features, public art; public roads among other matters.
- (ii) Development will include amenities that are accessible to the public to be secured in appropriate legal agreements.

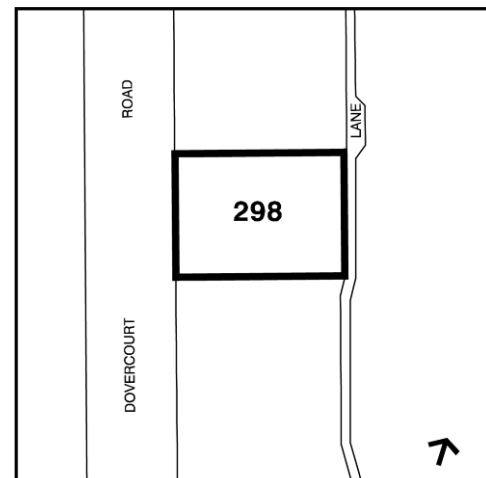
297. 335 Lonsdale Road

Conversion to condominium of an existing co-ownership apartment building containing 62 residential units as of June 8, 2007 is permitted, provided the condominium is registered within 3 years of draft approval.



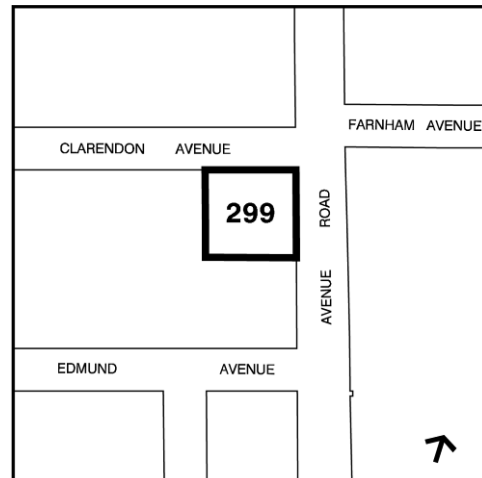
298. 701 and 703 Dovercourt Road

A building containing a total of 28 dwelling units is permitted.



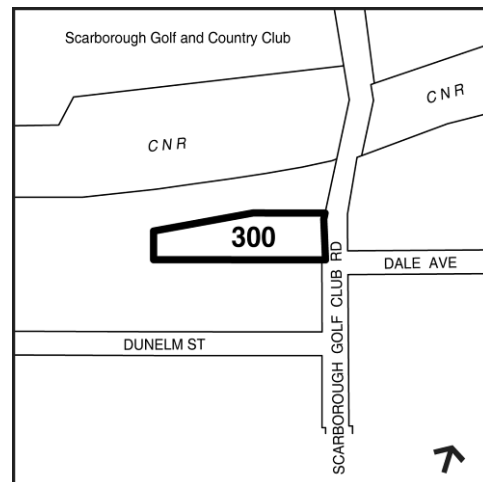
299. 1 Clarendon Avenue

Conversion to condominium of an existing apartment building containing 39 residential units as of August 15, 2007, is permitted, provided the condominium is registered within 3 years of draft approval, unless an extension is granted by the City pursuant to Section 51(33) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.



300. 280 and 282 Scarborough Golf Club Road

Single detached and semi-detached dwellings to a maximum density of 30 units per hectare are permitted. The dwellings will be accessed from a private road.



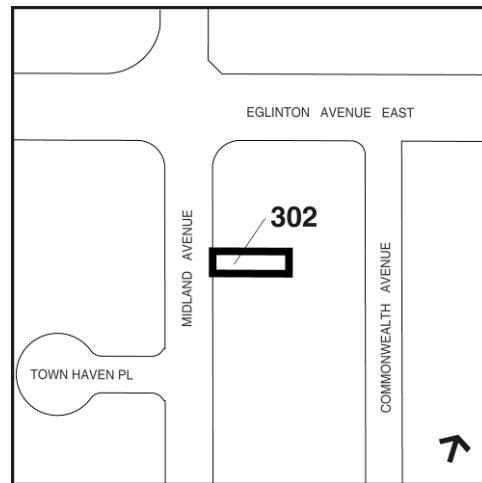
301. 2 Ridelle Avenue

Conversion to condominium of an existing apartment building containing 44 residential units as of September 13, 2007, is permitted, provided the condominium is registered within 3 years of draft approval.



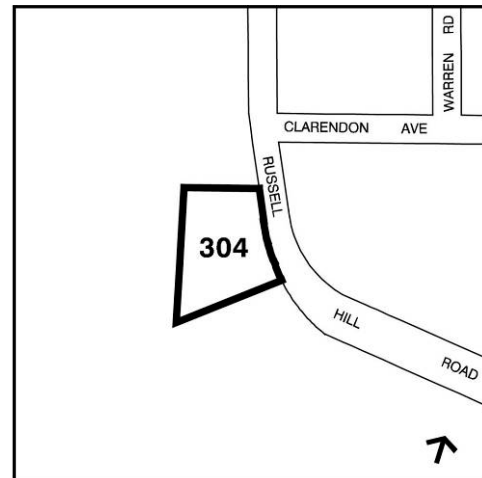
302. 807 Midland Avenue

A maximum of six residential units are permitted.



304. 70–200 Russell Hill Road

Two residential apartment buildings, of 4 and 5 storeys in height containing a maximum of 22 units at a maximum density of 1.34 times the lot area are permitted 5.5 m from the top-of-bank of the adjacent Nordheimer Ravine.



305. Areas where Funding of Heritage Conservation District Studies is an Eligible Section 37 Community Benefit

Where Section 37 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, is used in developments within or in close proximity to those specific areas identified on the accompanying maps as Potential Heritage Conservation Districts, cash contributions to fund Heritage Conservation District studies will be eligible as community benefits. Such contributions will be:

- a) subject to all provisions of Section 5.1.1 of this Plan except the requirement that community benefits be capital facilities and/or cash contributions toward specific capital facilities; and
- b) used for no purpose other than the Heritage Conservation District studies specified in the relevant Section 37 agreements or such capital facilities as are specified in the relevant Section 37 agreements.

One or both of the following criteria must be satisfied in order that a proposed development be considered to be within or in close proximity to a Potential Heritage Conservation District:

- (a) the proposed development would likely have an impact on the heritage character of the Potential Heritage Conservation District;
- or
- (b) the proposed development would benefit from the preservation of the heritage character of the Potential Heritage Conservation District.

The accompanying maps show two types of Potential Heritage Conservation Districts: those where studies and study area boundaries have not been authorized by City Council, identified on the accompanying maps by numbers; and those where Council has authorized Heritage Conservation District studies and has approved specific study area boundaries, identified on the accompanying maps by letters.

The former type is symbolic and general in nature and the existence and precise boundaries of a Heritage Conservation District will be determined after completion of a formal Heritage Conservation District study. Schedule A: List of Potential Heritage Conservation Districts and Schedule B: Descriptions of Potential Heritage Conservation Districts are also general in nature. For the latter type, the specific study area boundaries authorized by Council are shown on the accompanying maps and no text descriptions are provided.

Read together, the maps, the list and the written descriptions serve to help determine whether a proposed development is within or in close proximity to a Potential Heritage Conservation District through the application of the criteria set out above, and thus whether a cash contribution toward a Heritage Conservation District study is an eligible Section 37 community benefit. They do not serve to determine the outcome of any Heritage Conservation District study or define the precise boundaries of any future Heritage Conservation District.

For clarity, funding of Heritage Conservation District studies is not an eligible Section 37 community benefit with respect to developments proposed within the North York Centre, Sheppard East Subway Corridor or Central Finch Area Secondary Plans.

Schedules A and B below, and the accompanying maps, also form part of this Site and Area Specific Policy.

Schedule A: List of Potential Heritage Conservation Districts

Area No.	Potential Heritage Conservation District	Area No.	Potential Heritage Conservation District
1	Alderwood	55	Corktown
2	Amesbury	56	Davisville
3	Baby Point	57	Deer Park
4	Bloor West Village	58	Dovercourt Village
5	Davenport	59	Financial District
6	Eatonville	60	Forest Hill
7	Fairbanks	61	Garrison Common
8	Harwood/Symes	62	Glenwood
9	Humber Bay	63	Gorelands
10	Humberlea	64	Governor's Bridge
11	Humber Summit	65	Grange Park
12	Humber Valley Village	66	Harbord Village
13	Islington	67	Hillcrest
14	Kingsway	68	Humewood
15	Lambton Mills	69	Kensington
16	Long Branch	70	King-Spadina
17	Mimico	71	St. Lawrence District East
18	Mount Dennis	72	Leslieville
19	New Toronto	73	Moore Park
20	Queensway	74	Palmerston
21	Regal Heights	75	Parkdale / Queen West Queen Street West/ Trinity
22	Rexdale	76	Bellwoods
23	Runnymede	77	Rathnelly
24	Swansea	78	Riverdale
25	Sunny Lea/Sunnylea	79	Seaton Village
26	West Toronto Junction	80	South Hill
27	Thistletown	81	The Beach
28	Thorncrest	82	Topham Park Queen's Park Precinct/University
29	Weston South	83	Ave
30	Armour Heights	84	Woodbine Gardens
31	Bedford Park	85	Yonge - Yorkville
32	Bennington Heights	86	Bendale
33	Bridle Path	87	Birchcliffe
34	Caribou Park	88	Cliffcrest
35	Don Mills	89	Cliffside
36	Downsview	90	Guildwood Village
37	Glen Park	91	Highland Creek
38	Heathbridge Park	92	Malvern
39	Lansing	93	Oakridge
40	Lawrence Park	94	Scarborough Junction

Area No.	Potential Heritage Conservation District	Area No.	Potential Heritage Conservation District
41	Leaside	95	West Hill/ Old Kingston Road
42	Lytton Park	96	West Rouge
43	Sherwood Park	A	Agincourt
44	Teddington Park	B	Annex (Madison Avenue)
45	Willowdale	C	Balmy Beach
46	Windfields	D	Casa Loma
47	Yorkmills	E	Harbord Village - Phase 2
48	Allan Gardens	G	Liberty Village
49	Allenby	H	Queen Street East
50	Annex West	J	St. Lawrence Area Phase 1
51	Beaconsfield Village	K	Toronto Islands
52	Brockton	L	Summerhill
53	Cedarvale	M	West Queen West
54	Chaplin Estates	N	Weston Area Phase 2

Schedule B: Descriptions of Potential Heritage Conservation Districts (not including those already authorized for study as of July, 2008)

1. Alderwood

Alderwood developed from a small farming community to a residential neighbourhood from the 1920s to the 1950s. Its long linear streets are lined with rows of bungalows and storey-and-a-half houses. This early to mid 20th century low density housing stock together with the mature suburban setting help define the neighbourhood's character. The location of Etobicoke Valley Park to the west of the neighbourhood also greatly enhances the amenity qualities present in the community. Generally, Alderwood is located within the area east of the Etobicoke Creek, south of the Gardiner Expressway, west of the Canadian Pacific Railway tracks and north of the Canadian National Railway tracks.

2. Amesbury

Amesbury (also known as Brookhaven-Amesbury) developed from a small farming settlement in the early 19th century to a complete mid to late 20th century neighbourhood. The neighbourhood is also associated with Toronto's first airfield located along the current day Trethewey Drive. Amesbury mainly comprises mid to late 20th century housing with much of the housing stock in the neighbourhood existing in the form of planned post World War II subdivisions. It is intersected by Black Creek Drive and the Black Creek Valley. The community, which was subdivided for residential development in the 1940s, features curvilinear streets with bungalows and storey-and-a-half brick houses to the east of Black Creek Drive. There are five parks in the area which greatly enhance amenity and setting qualities of the neighbourhood. The streets circling Harding Park are lined with 'Veterans Housing' which was built in the late 1940s and early 1950s for returning World War II veterans and their families. There is also an area of 'Veterans Housing' located on Trethewey Drive to the southwest of the neighbourhood. Generally, Amesbury is situated within the area north of Eglinton Avenue, south of Lawrence Avenue, east of Jane Street and west of Keele Street.

3. Baby Point

Baby Point, which is situated on a peninsula of land overlooking the Humber River, developed as a residential neighbourhood from the 1920s to the 1940s as part of Home Smith's Humber Valley Surveys. Much of the housing stock consists of detached, Tudor Revival style houses. The larger homes tend to back onto the Humber Valley ravine and are found along Baby Point Road and Baby Point Crescent, while the smaller homes are found near the Jane Street and Baby Point Road entrance. North and south of Baby Point are single-family residential neighbourhoods established about the same time as the Point. Amenity qualities in Baby Point are considerable with interspersed ravines and parkland. The planned nature of the community is clearly signalled upon entrance to the neighbourhood as access is only possible through a set of historic stone gates at the intersection of Jane Street and Baby Point Road. Generally, Baby Point is located within the area south of the rear lots to St. Mark's Road, east of the Humber River and Etienne Brule Park, west of Jane Street and north of Bloor Street West.

4. Bloor West Village

Bloor West Village developed as a residential and commercial neighbourhood in the early 20th century. The area mainly comprises housing of a consistent style and layout. The commercial strip on Bloor Street contains low rise storefronts, mainly constructed between the war years, with offices or residences above. The main residential areas of the village are located north and south of Bloor Street. Local landmark buildings include the local churches and the Runnymede Library. Bloor West Village was the first Business Improvement Area (BIA) to come into existence in Toronto. The introduction of the BIA has greatly enhanced the urban realm and built form of Bloor Street West with many local business-led initiatives instigating street and building improvement schemes. Generally, Bloor West Village is situated in the area surrounding Bloor Street West, east of Riverview Gardens, west of Kennedy Park Road, south of Annette Street and north of Morningside Avenue.

5. Davenport

Davenport developed as a residential neighbourhood in the early 20th century. The area mainly comprises Victorian style housing. These houses, which are modest in scale, define the character of the neighbourhood. This character remains unaltered despite the construction of some modern semidetached houses within the community. These new developments have largely respected the scale and density of the existing housing stock. The Canadian Pacific Railway line, which is situated south of the neighbourhood, provides clear guidance as to the exact confines of the neighbourhood. The four blocks from Christie Street to Shaw Street, immediately south of Davenport Road, are part of the Frankel Lambert housing co-operative which contains private homes as well as Cityhome rental units and senior citizen accommodations. This cooperative development largely respects the scale and density of the receiving community. Generally, Davenport is located south of Davenport Road, north of Geary Avenue, east of Landsdowne Avenue and west of Bathurst Street. Dufferin Street, Ossington Avenue and Christie Street bisect the neighbourhood from north to south.

6. Eatonville

Eatonville, influenced by Timothy Eaton's considerable contributions to the community, developed from a small village settlement to a residential neighbourhood in the early to mid 20th century. Eatonville's houses located east of Highway 427 were built in the late 1940s and the 1950s. These houses consist of detached bungalows, one-and-a-half-storey homes, and Cape Cod style two-storey houses. The houses west of Highway 427 were built in the 1960s and 1970s. This part of the neighbourhood contains a mix of brick bungalows, semidetached houses, and large detached two-storey homes. Eatonville's main arterial streets including the West and East Malls and Burnhamthorpe Road contain a mix of rental and condominium high-rise apartments and townhouses. Wedgewood Park and Glen Park are focal amenities for the community. Eatonville also holds a civic role in the greater Etobicoke

York region as it hosts the Etobicoke Civic Centre (c. 1958). Its mix of mid 20th century housing types and its civic and community amenities all enhance the cohesive sense of community within the area. Generally, Eatonville is located north of the Canadian Pacific Railway line, west of Kipling Avenue, south of Rathburn Road and east of Etobicoke Creek. Highway 427 intersects the area from north to south.

7. Fairbank

Fairbank developed from a small 19th century village settlement to a residential neighbourhood in the early 20th century. It contains a mix of early 1900s working class houses, postwar brick and stucco bungalows, and new home developments. The neighbourhood's topography consists of rolling hills bisected by curvilinear one way streets. There are also a number of apartment buildings framing the neighbourhood from its periphery. Prospect Cemetery is a local landmark in the neighbourhood. Generally, Fairbank is situated north of Rogers Road, west of Marlee Avenue, east of Caledonian Park Road and south of Glencairn Avenue.

8. Harwood/ Symes

Harwood/ Symes developed as a residential and industrial neighbourhood in the late 19th to mid 20th century. The housing stock in the area contains a diverse range of housing types with various styles evident. The eastern and northern sections of the neighbourhood contain the main industrial districts with interspersed residential districts containing bungalows and semidetached houses. The western and southwest sections of the neighbourhood comprised a mix of Victorian semidetached and detached houses. This area also contains a number of former market garden cottages that date back to the late 1800s. Cayuga Park, which is located to the northeast of the neighbourhood and Gaffney Park, which is located to the west of the neighbourhood, are both focal points for the community. Generally, Harwood/Symes is located north of Rockcliffe Yards and Symes Road, east of Jane Street, west of Weston Road and south of the Black Creek River.

9. Humber Bay

Humber Bay developed from a market garden farming community to a residential neighbourhood in the early 20th century. Much of the residential districts within the neighbourhood date from the mid to late 20th century with the neighbourhood also noted for its retention of a number of early 20th century market gardeners' houses. The majority of the housing stock consists of an attractive mix of bungalows, split-level houses, multi-plex dwellings, low-rise apartment buildings and more modern houses. The neighbourhood is of a high scenic quality with many of the houses having excellent views overlooking Mimico Creek or the Humber River Valley. Generally, Humber Bay is located south of Berry Road, east of Mimico Creek, north of Lakeshore Boulevard and west of the Humber River.

10. Humberlea

Humberlea, influenced by the Canadian Government's war-time housing strategy, developed from a small early 20th century settlement to a complete residential neighbourhood in the mid 20th century. The neighbourhood is largely defined by Veteran's Housing constructed in the late 1940s and early 1950s. This housing stock consists of a large number of attractive low density brick bungalows dating from this period. The built character of the neighbourhood has remained relatively unaltered despite some of these small houses having been replaced in recent years with new houses. Generally, Humberlea is located east of the Humber River Valley, west of the Canadian Pacific Railway line, north of Highway 401 and south of Sheppard Avenue West. Weston Road runs through the centre of this neighbourhood in a north-south direction.

11. Humber Summit

Humber Summit developed from a small settlement to a residential neighbourhood in the mid 20th century. The neighbourhood's winding roads and rolling hills west of Islington Avenue contain a mix of old frame cottages from the 1940s and 1950s together with some modern infill houses. The houses east of Islington Avenue are mainly semidetached with built-in garages and front porches decorated with cast iron railings. Elaborate front archways also add to the character of these post-war suburban houses which were built largely in the 1960s. Generally, Humber Summit is situated east of the Humber River, west of the rail line, south of Steele's Avenue and north of Finch Avenue West.

12. Humber Valley Village

Humber Valley Village, which was noted for its prosperous early 20th century market gardens, developed as a planned town in the early to mid 20th century. The area, which is still defined by this distinctive residential character, has a unique rolling topography with curvilinear streets and scenic views of the Humber River Valley ravine. Some large brick and stone houses are contained on streets such as Edenbridge and North Drive, with more modest bungalows on surrounding streets. Generally, Humber Valley Village is located within the area around the Humber River Valley Ravine, north of Bloor Street West, east of Islington Avenue, south of Eglinton Avenue and west of the Humber River.

13. Islington

Islington, influenced by the arrival of the railway to the area, developed as a milling town in the late 19th century and later as a residential neighbourhood in the early to mid 20th century. The area is defined largely by residential development with a diverse range of early to mid 20th century housing types and some more recent infill and replacement housing developments. Its development has been greatly influenced by major transportation nodes such as the 427, the QEW and Gardiner Expressway highways and the railyards of the CPR. There is a mix of attractive residential houses in the south western area framed by numerous apartment towers along Bloor Street. The area north of the Bloor-Dundas intersection contains a mix of lower density family bungalows and attractive commercial storefronts along the main streets. Generally, Islington is located north of Bloor Street West, east of Kipling Avenue and Mimico Creek, south of Rathburn Road and west of Islington Avenue.

14. Kingsway

Kingsway developed as a residential neighbourhood after it was planned for development in 1908. The Kingsway houses, located between Kingsway Crescent and Royal York Road, and from Bloor Street north to Kings Garden Road, were developed as part of a separate plan of subdivision called Kingsway Park. These houses were built between 1924 and 1947 and include some of the finest examples of Old English classical and vernacular architecture in Toronto. The Kingsway's oldest houses are located along Government Road near Dundas Street. These homes were originally part of the Lambton community. Generally, Kingsway is located south of Dundas Street West, north of Bloor Street West, west of Home-Smith Park and east and west of the intersecting Royal York Road. Central Park South forms the boundary to the southwest with Dundas Street West forming the boundary to the northwest. This neighbourhood does not include any of area to the east of Prince Edward Drive North and to the north of Queen Anne Road (this is included in the Lambton Mills neighbourhood).

15. Lambton Mills

The village of Lambton Mills developed as a milling town in the early to mid 19th century. Today the area is mainly a residential neighbourhood defined by its geographic location along the Humber River and characterized by its long association with the milling industry. The area is defined by a mix of housing types ranging from early to mid 19th century workers cottages to early 20th century railway workers houses, built for the workers employed in the CPR Lambton Yards. The neighbourhood also contains some 20th century infill housing and some post World War II housing. Much of the early to mid 19th century housing remains on the west bank, while only a few remnants, including the designated 150 year old Lambton House, remain on the east bank. The Lambton Kingsway Park is a community focal point situated to the southwest of the neighbourhood. Generally, Lambton Mills is located east of Prince Edward Drive, west of Jane Street, north of St. Mark's Road and Queen Anne Road and south of Foxwell Street and the Lambton Golf and Country Club.

16. Long Branch

Long Branch developed as a resort settlement in the late 19th century and later as a residential area from the 1920s onwards. Long Branch's oldest houses are located on Lake Promenade between Long Branch Avenue and 38th Street. The rest of the houses north to Lake Shore Boulevard were built from the 1920s to the 1950s. These brick and frame houses include Edwardian and Tudor Revival style bungalows and two storey homes and modern semidetached homes. Generally, Long Branch, which stretches along the waterfront area, is loosely situated west of 22nd and 23rd Streets (north and south of Lake Shore Boulevard), east of 43rd Street and south and southeast of the railway tracks. Lake Shore Boulevard West intersects the neighbourhood from east to west.

17. Mimico

Mimico developed as a railway town in the 19th century. Today, it is mainly a residential area defined by a diverse range of housing types. Much of the housing stock in Mimico ranges from grand lake side estates dating from the 1890s to the early 1900s to bungalows built in the 1920s to the 1940s. There are also a number of two-storey houses dating from the 1930s and 1940s with some multi-complex apartment buildings. Generally, Mimico is located south of Evans Avenue, north of Lake Ontario, west of Mimico Creek and east of Dwight Avenue.

18. Mount Dennis

Mount Dennis is an unplanned residential suburb, with farming and industrial origins, which developed from the mid-19th century to the 1960s. The built environment present in the neighbourhood represents the various organic phased layers of its historic development. The area mainly comprises housing defined by a mix of workers' housing dating from the 1860s to the 1950s. The first Mount Dennis School, built in 1891, is still in existence as a school. Generally, Mount Dennis is located west and northwest of Black Creek River, north of Alliance Avenue and east of Scarlett Road and the Humber River. Buttonwood Avenue, Cobalt Street and Industry Street loosely form the boundary of the neighbourhood to the north.

19. New Toronto

New Toronto, influenced by the arrival of the railway to the area developed as an industrial and residential neighbourhood in the late 19th and early 20th centuries. The Town was a very important industrial settlement during most of the twentieth century and, consequentially, retains a significant industrial heritage. The neighbourhood's housing stock is characterised by small frame and brick bungalows and modest two storey houses, which were built largely between 1910 and the 1950s. Larger single family homes are located closer to the lake,

south of Lake Shore Boulevard. Memorial Park, which is located east of 22nd Street to the west of the neighbourhood, is an amenity focal point for the community. Generally, New Toronto is located south of the Canadian National Railway's mainline, north of Lake Ontario, east of 22nd Street and Colonel Smith Park and west of Dwight Avenue.

20. The Queensway

The Queensway developed from a small farming community in the late 19th century to a residential neighbourhood in the mid 20th century. The neighbourhood contains a diverse mix of low density housing stock consisting mainly of two bedroom brick bungalows and storey-and-a-half houses located on good size lots. The area around Queensway Park contains an excellent example of intact War Veterans housing constructed during the 1940s. There are a number of former important market-garden cottages and pre-subdivision houses located in the north-east pocket of the neighbourhood near Mimico Creek and Woodford Park. Generally, The Queensway is located north of the Queen Elizabeth Way, east of Kipling Avenue, west of Mimico Creek and south of Norseman Street. The Queensway Road bisects the neighbourhood from east to west with Queensway Park located to the centre of the community to the north of the road.

21. Regal Heights

Regal Heights developed as a residential neighbourhood on laid out park lots in the early 20th century. The neighbourhood is situated on the northern crest of the Davenport escarpment and contains large turn of the century houses on winding treelined streets. It was constructed as a planned neighbourhood to provide housing for workers of the nearby factories which were set up in the early 20th century. The houses were well constructed and afterwards well maintained by the new prosperous community. The housing stock consists of detached and semidetached three storey houses constructed between 1912 and 1923. Generally, Regal Heights is located north of Davenport Road, east of Dufferin Street, south of St. Clair Avenue West and to the west of Oakwood Avenue. Glenholme Avenue intersects the centre of the neighbourhood running in a north-south direction.

22. Rexdale

Rexdale, influenced by its industrial origins, developed as a planned residential and industrial neighbourhood in the mid 20th century. The mix of housing includes raised bungalows, contemporary style bungalows, split-level homes, storey-and-a-half houses, semidetached houses, and basic two-storey detached houses. The houses in the Kipling Heights subdivision east of Kipling Avenue were built mostly in the mid to late 1950s while the houses west of Kipling date mostly from the early 1960s. Rexdale also contains a large number of apartment buildings and multi-plex dwellings in the Islington Avenue and Rexdale Boulevard area. Generally, Rexdale is located west and south of the Humber River West branch, east of Highway 27 and north of Rexdale Boulevard.

23. Runnymede

Runnymede developed as a residential neighbourhood in the late 19th and early 20th centuries. The neighbourhood's building stock includes grand Victorian mansions, English Cottage and Tudor-Revival style houses, pre and post-war bungalows and a mix of detached and semidetached homes. All of the streets have been well planned with laneways leading off them. Runnymede houses feature many different types of exteriors including wood, insulbrick, frame siding, stucco, brick and stone. Many Runnymede houses also feature vernacular style gambrel roofs that have a distinctive barn-like appearance. Much of the housing stock was built to service the industrial developments of West Toronto and of the CPR Lambton Yards. Generally, Runnymede is located in the

area north of Bloor Street West, east of Jane Street, west of Runnymede Street and south of Canadian Pacific Railway tracks.

24. Swansea

Swansea developed as a residential neighbourhood in the late 19th and early 20th century. The neighbourhood contains a cluster of original workers' cottages and row housing built in the 1880s. It is, however, largely made up of two storey housing, bungalows and some semidetached houses constructed between 1905 and 1935. There is a Tudor Revival style 'Home Smith' designed subdivision as well as larger homes including Victorian 'Gemmell' designs, a 'Gouinlock' design and other significant attractive modern houses are also contained within the neighbourhood. Rennie Park, Grenadier Pond, Catfish Pond and Swansea Public School with its large playground are recreational facilities contained within the community. Generally, Swansea is situated east of the Humber River, south of Bloor Street, west of High Park and north of the Gardiner Expressway. Windermere Avenue intersects the centre of the neighbourhood from north to south with Morningside Avenue intersecting from east to west.

25. Sunny Lea/ Sunnylea

Sunnylea developed as a residential neighbourhood from a farming settlement from the late 19th century to the mid 20th century. Sunnylea's typical housing stock consists of characteristically mid 20th century split-level, storey-and-a-half or two-storey houses, built mostly in the 1940s and 1950s. These houses are all detached and include at least a 30-foot frontage and a private drive. The Tudor style houses located closer to Bloor Street are representative of the older turn of the century building stock in the neighbourhood. Generally, Sunnylea is situated west of the King's Mill Park and Humber River, south of Bloor Street West, east of Mimico Creek and north of Berry Road.

26. West Toronto Junction

West Toronto Junction developed as a residential, commercial and industrial neighbourhood in the early 20th century. Dundas Street West is the main commercial street, while industry is located next to the railway tracks. Annette Street boasts fine churches and other institutional buildings. The residential neighbourhood on either side of Annette has late Victorian detached houses on large lots. More modest housing adjoins the industrial areas. West Toronto Junction is so named due to the fact that three railway lines cross in close proximity to the neighbourhood. Generally, West Toronto Junction is located in the area along Dundas Street West and Dupont Street, which intersect the area in an east-west direction, and on either side of Keele Street, which intersects the area in a north-south direction. Bloor Street West forms the boundary to the south of the neighbourhood with railway tracks located southwest and north of the area.

27. Thistletown

Thistletown developed as a permanent residential neighbourhood from a summer resort in the early 20th century. Old Thistletown also features a handful of former summer cottages built in the 1910s, as well as bungalows from the 1940s and 50s and a small number of new sympathetically designed homes. This eclectic mix of housing type characterizes Thistletown's early to mid 20th century built heritage. The newer pockets of Thistletown, round Albion Gardens Park and Beaumonde Heights Park, were built up during the 1950s and 1960s, and include bungalows, split-level houses, and storey-and-a-half homes. The main thoroughfares of Albion and Islington have been widened with modern convenience stores replacing many of the area's historic building stock. Generally, Thistletown is located south of Finch Avenue West, east of Kipling Avenue and west and north of the Humber River. The Humber River West Branch forms the southern boundary of the neighbourhood.

28. Thorncrest

Thorncrest was designed as a planned neighbourhood in 1945. The neighbourhood was designed with winding roads and irregular layouts with a 'no fence' concept applied to the mid 20th century construction. The original Thorncrest houses include attractive bungalows and modernist-style homes from the late 1940s and the 1950s. The original appearance and character of Thorncrest has been respected through the neighbourhood's governance under strong zoning and building restrictions. The community's curvilinear street patterns, cul-de-sacs and much of its original mid 20th century built environment remain in place. Generally, Thorncrest is located north of Bloor Street West, south of Eglinton Avenue, east of the 427 Highway and west of Islington Avenue.

29. Weston South

Weston South developed as a residential neighbourhood from a small village in the early to mid 20th century. The housing stock consists of low density detached bungalows and attractive two storey houses having both front and rear gardens. Weston Road and the Canadian National Railway line intersect the neighbourhood from north to south. The built environment of Weston South is reflective of its mid 20th century suburban origins as a high quality low density family-oriented neighbourhood. The street of Humberview Crescent, which is situated west of Weston Road, north and east of the Humber River and south of Fairglen Crescent, is included in the boundaries of the neighbourhood for the purpose of this study. Generally, Weston South is located south of MacDonald Avenue, west of Jane Street and the Canadian National Railway line, north of Denison Road East and Clouston Avenue and east of the Humber River, Wilby Crescent, Pine Street and Ralph Street.

30. Armour Heights

Armour Heights developed from a small village settled by John Armour in the 1830s to a residential neighbourhood built in phases from the 1920s to the 1970s. The area mainly comprises attractive two-storey detached and semidetached homes and impressive Tudor Manor houses. Generally, Armour Heights is located south and west of the Don River Valley, Earl Bales Park and the Don Valley Golf Course, east of Bathurst Street and north of Wilson Avenue. Highway 401 intersects the centre of the neighbourhood.

31. Bedford Park

Bedford Park, influenced by the introduction of the streetcar to the area, developed from a farming community in the late 19th century to a residential neighbourhood by the mid 20th century. The area mainly comprises housing containing an attractive mix of detached and semidetached homes. Generally, Bedford Park is located east of Avenue Road, west of Ronan Avenue, north of Lawrence Avenue West and east and south of Deloraine Avenue and Golfdale Road. Yonge Street intersects the centre of the neighbourhood from north to south.

32. Bennington Heights

Bennington Heights developed as a successful market gardens settlement in the late 19th century and later as a planned residential neighbourhood in the early to mid 20th century. The housing stock in the community ranges from large English Manor stone houses which were built in the 1920s and 1930s to attractive Cottage style two-storey homes and bungalows which were built in the late 1940s and early 1950s. The area has a picturesque rolling topography with ravine land intertwined through winding residential streets. Generally, Bennington Heights is located south of Moore Avenue, west of Bayview Avenue, northwest of the Canadian Pacific Railway tracks and east of the Moore Park Ravine.

33. Bridle Path

Bridle Path developed as a residential neighbourhood dating from the 1930s to the 1960s. The housing in the area is mainly defined by large stately homes set against the backdrop of the Don River Valley and lush parkland. There is a pocket of smaller homes just north of the eastern part of Sunnybrook Park. This housing pocket, despite being more modest in scale, also contributes handsomely to the built form cohesion and aesthetic quality of the neighbourhood. The overall housing stock in the Bridle Path includes an eclectic mix of architectural styles with many fine examples of Georgian, Colonial, Greek and Tudor Revival on display. Generally, Bridle Path is located east of Bayview Avenue, south of York Mills Park, west of Windfields Park and Edwards Gardens, north of Sunnybrook Park and northeast of the Don River.

34. Caribou Park

Caribou Park developed as a residential neighbourhood from the 1930s to the 1960s on agricultural lands subdivided between 1910 and 1912. A defined quality commercial district is located north of the neighbourhood along Avenue Road. The area mainly comprises housing defined by two distinct residential pockets. The grand Georgian, Tudor, and English Cottage style houses, which were built in the 1930s and 1940s, close to Avenue Road represent the first phase of the neighbourhood's residential development. The attractive split-level houses and bungalows, which were built in the 1950s and 1960s, and are located close to Bathurst Street, represent the second phase. Generally, Caribou Park is located south of Lawrence Avenue Road, east of Bathurst Street, north of Coldstream Avenue and west of Avenue Road.

35. Don Mills

Don Mills developed as a planned community between the years 1952 and 1967. The area mainly comprises housing defined by various housing typologies. The housing stock ranges from detached and semidetached homes to attractive low rise apartment buildings with terrace row housing, maisonettes as well as garden apartments. Community landmarks include the Gray heritage home and the rebuilt David Duncan House, north of York Mills Road and Don Mills Road. The neighbourhood's recreational and open space is dominated by the picturesque Donalda Golf and Country Club and the Toronto Botanical Gardens. The commercial/industrial sector of Don Mills serves as the head office for many large multinational companies. The neighbourhood is located in the North York District and is built on about 8.35 square kilometres of former farmland centred at the intersection of Don Mills Road and Lawrence Avenue East. Generally, Don Mills is located south of York Mills Road, east of Leslie Street, west of the Don Valley Parkway, northeast of the Canadian National Railway tracks and northwest of the Canadian Pacific Railway tracks.

36. Downsview

Downsview developed as a residential neighbourhood in the 1950s and 1960s. The area mainly comprises housing which backs onto greenbelts and parklands. These green space amenities provide an attractive and healthy setting for the family orientated low density neighbourhood of Downsview. The dominant landmark in the community is the former Canadian Armed Forces Base which is now known as the Downsview Lands. The housing stock in the area contains attractive semidetached and split level houses situated on large suburban size lots. Generally, Downsview is located north of Lawrence Avenue West, west of Allen Road, east of Highway 400 and south of Sheppard Avenue. Highway 401 intersects the neighbourhood from east to west with Jane Street intersecting the western section of the neighbourhood from north to south.

37. Glen Park

Glen Park developed as a residential neighbourhood from earlier subdivided lots from the 1920s to the mid 20th century. The housing stock ranges from small bungalows with front bay windows to ranch-style, split-level, and raised bungalow designs. Much of this housing can be termed as Veteran's war-time housing. Some of this original housing stock has been replaced by new houses in recent years. These new developments have been largely sympathetic to the low density scale and architectural character of the neighbourhood. Generally, Glen Park is situated north of Eglinton Avenue West, west of Bathurst Street, south of Lawrence Avenue West and east of the Canadian National Railway tracks.

38. Heathbridge Park

Heathbridge Park, which was influenced by the 1940s establishment in the area of the Co-operative Residential Community (CRC), developed as a residential district in the mid 20th century. The area mainly comprises housing defined by a standardised range of housing typologies, true to the CRC principles. It comprises an interesting mix of five streets, four of which are cul-de-sacs with Heathbridge Park Road and Evergreen Gardens arranged around common areas. Heathbridge Park is located to the southwest of Leaside with Mount Pleasant Cemetery directly to the north. Generally, Heathbridge Park is contained within the area surrounding Heathbridge Park, Heathbridge Park Road, Evergreen Gardens, Windmill Road and Orchard Gardens.

39. Lansing

Lansing developed as a residential neighbourhood in the early to mid 20th century. Much of the housing dates from the 1920s to the 1950s with more modern infill also prominent. The housing styles vary with Edwardian, Tudor Revival, English Cottage and Craftsman style houses all found in the area. The neighbourhood is located along the Yonge Street corridor near the former North York City Hall and the North York Civic Centre. Generally, Lansing is situated east of Bathurst Street, west of Yonge Street, south of the York Cemetery and north of the Don River. Sheppard Avenue West intersects the area from east to west.

40. Lawrence Park

Lawrence Park developed as a residential neighbourhood over a protracted period from the early to the mid 20th century. Lawrence Park represents one of Toronto's first planned garden suburbs. Its subdivision began in the early part of the 20th century. It was not fully developed, however, until after World War II. The housing stock includes fine examples of English Cottage, Tudor Revival and Georgian and Colonial style designs. Generally, Lawrence Park is located east of Yonge Street, north of Mount Hope Cemetery and Keewatin Avenue, west of Bayview Avenue and south of Lawrence Avenue East.

41. Leaside

Settled by the Lea family in the early 1800s, Leaside was designed as a planned community in 1913 on the initiative of the Canadian Northern Railway. Leaside's residential area is mainly defined by Georgian Revival architectural typologies, with extensive use of local red brick from the Don Valley Brick Works. The neighbourhood contains an interesting mix of two-storey detached homes, bungalows, semidetached houses, apartment houses (fourplexes), and distinctive apartment buildings of the era. Howard Talbot Park (northwest), Trace Manes Park (centre) and Leaside Memorial Gardens (southeast) are the main recreational parks in the area. Generally, Leaside is located south of the institutional lands (Glenvale Blvd), north of the CPR tracks (Leacrest Road), west of the industrial lands (Laird Drive) and Serena Gundy Park, and east of Bayview Avenue.

42. Lytton Park

Lytton Park developed from a small village settlement in the late 19th century to a complete residential neighbourhood in the early to mid 20th century. The area mainly comprises an exclusive mix of housing defined by a diverse range of housing types. The housing stock ranges from Tudor and Georgian Revival style houses which were built primarily between 1890 and 1930. There is a high quality commercial strip located on Yonge Street to the east of the District. Generally, Lytton Park is located south of Lawrence Avenue West, west of Yonge Street, north of Briar Hill Avenue and east of Bathurst Street. Avenue Road intersects the area in a north-south direction.

43. Sherwood Park

The residential area of Sherwood Park developed to the north of the Park. The housing stock consists of a fine selection of bungalows, semidetached and fully detached houses built mostly between 1910 and 1940. Some of the more modern houses, located along the neighbourhood's attractive winding streets, are of mid-to-late 20th century in origin. These houses, despite the fact that they tend to be quite large, encompass an array of architectural styles enhancing the built form fabric and aesthetic quality of the neighbourhood. The Park, which has a rolling topography, retains many native tree species. Generally, Sherwood Park is located north of Mount Hope Cemetery, east of the Blythwood Ravine, south of Blythwood Road and west of Bayview Avenue.

44. Teddington Park

Teddington Park, which is influenced greatly through its association with the Rosedale Golf Club, developed as a residential neighbourhood between 1910 and 1935. The major street in the neighbourhood is Teddington Park Avenue, a wide tree-lined boulevard that contains large Tudor and Georgian Revival style houses. The Rosedale Golf Club is located to the north of the neighbourhood with the Riverview Drive Ravine located to the east. Generally, Teddington Park is located north of Golfdale Road, east of Yonge Street, south of Glen Echo Road and west of the Riverview Drive Ravine. The neighbourhood is also inclusive of Riverview Drive, which is located to the southeast corner of Golfdale Road.

45. Willowdale

Willowdale developed from a small 19th century settlement to a complete early to mid 20th century residential neighbourhood. Much of the neighbourhood's housing stock dates from the 1920s to the 1950s and ranges from fine examples of Edwardian and Tudor style houses to rows of cosy brick and frame bungalows and split-level houses. York Cemetery, which is located to the southwest of the neighbourhood, is a major landmark of the area. Generally, Willowdale is located west of Bayview Avenue, east of the West Don River, south of Finch Avenue and north of Highway 401.

46. Windfields

Windfields developed as a residential neighbourhood in the 1970s and 1980s after Parklands, now known as Windfields Park, was donated by renowned Philanthropist E.P. Taylor. The housing stock ranges from modern split-level houses and bungalows to large decorative houses. The neighbourhood contains picturesque long winding streets with interspersed parkland. Generally, Windfields is situated west of the Canadian National Railway line, north of Edward Gardens, east of Bayview Avenue and south of Highway 401.

47. York Mills

York Mills developed as a milling community in the 19th century. Today it is defined by large modern condominiums and office buildings in addition to its early to mid 20th century housing stock. The larger buildings are centred along its main arteries of Yonge Street and Bayview Avenue. The early to mid 20th century housing stock includes a range of different housing types with fine examples of Tudor Revival manor houses, English Cottage style designs and contemporary designs present. Generally, York Mills is located south of Highway 401, east of Yonge Street, west of Leslie Street and north of the Don River.

48. Allan Gardens

Allan Gardens is a predominately residential area in Downtown Toronto. The neighbourhood, which contains a mix of housing, is dominated by a variety of grand Victorian, Edwardian and Second Empire style residential houses. Allan Gardens Public Park is located to the northwest of the neighbourhood. It is the largest public park in the Downtown core and is the home of the Allan Gardens Conservatory, a botanical garden with six greenhouses that feature unusual and exotic plants from around the world. Generally, Allan Gardens is located south of Carlton Street, west of Parliament Street, east of Jarvis Street and north of Shuter Street.

49. Allenby

Allenby developed as a residential neighbourhood in the 1930s and 1940s. The housing stock consists of a mix of Tudor Revival style two storey houses and bungalows. Roselawn Avenue bisects the area from east to west. Commercial activity in the neighbourhood is defined by the busy commercial strip located south of the neighbourhood on Eglinton Avenue West. The Old Eglinton cinema, which is a community landmark, is situated along this commercial strip. Generally, Allenby is located south of Briar Hill Avenue, west of Avenue Road, north of Eglinton Avenue West and east of Latimer Avenue and Castlewood Road.

50. Annex West

Annex West developed as a residential neighbourhood from 1880 to 1910. The area to the east of Spadina Road mainly comprises housing containing fine examples of Victorian, Queen Anne and Richardsonian Romanesque architectural styles. Plum and pink coloured sandstone, rich red brick, and terra cotta clay tiles make up the exterior façades of many of these homes. The architectural detailing ranges from pyramid roofs and turrets to recessed grand archways and wooden spindled porches. The residential areas west of Spadina Road, which were mostly constructed by 1910, are less elaborate than the houses east of Spadina, but are nonetheless fine examples of English Cottage, Georgian and Tudor Revival style architecture. Some 1930s Tudor Revival style infill housing was constructed in the neighbourhood, but is not typical of the built environment. Generally, Annex West is located south of the Canadian National Railway tracks, north of Bloor Street West, east of Bathurst Street and west of Avenue Road.

51. Beaconsfield Village

Beaconsfield Village developed as a residential area in the late 19th century from earlier park lots. The area, which is defined by its late Victorian built character, comprises fine Victorian row and semidetached housing. Although many of these houses have been renovated and some have been converted into two and three family dwellings, the Victorian character and scale remain dominant characteristics of the neighbourhood. Beaconsfield Street is the focal point and the defining street in the neighbourhood. Generally, Beaconsfield Village is located south of Dundas Street West, east of Dufferin Street, north of Queen Street West and west of Ossington Avenue.

52. Brockton

Brockton developed as a small settlement in the 19th century. The area mainly comprises housing containing a diverse range of late 19th century and early 20th century housing types. Victorian semidetached homes are the most common type in the neighbourhood. Many of the houses feature a front porch with pillars, and steps with wrought iron railings and small front gardens. Generally, Brockton is situated west of Dufferin Street, east of the Canadian National Railway tracks, south of Bloor Street and north of Dundas Street West and Trinity Bellwoods Park.

53. Cedarvale

Cedarvale developed as a residential neighbourhood between the 1920s and the 1950s and is typified by a combination of Tudor Revival and Georgian style houses. Cedarvale's side streets contain a mix of housing types with a number of apartment buildings located on its periphery. The defining feature of the area is the Cedarvale Ravine, which cuts a wide diagonal swath through the middle of Cedarvale while Vaughan Road separates it from the Humewood neighbourhood. Generally, Cedarvale is located west of Bathurst Street, south of Eglinton Avenue, east of Oakwood Avenue and north and northeast of Vaughan Road.

54. Chaplin Estates

Chaplin Estates developed as an exclusive residential neighbourhood after it was subdivided in 1913. The neighbourhood, which was largely built in the 1920s and 1930s, includes many fine examples of Tudor, Georgian, and English Cottage style two and three storey houses. East of the community, Yonge Street offers a distinctive commercial experience. Oriole Park, which is located south of the neighbourhood, is a focal point for the area. Generally, Chaplin Estates is situated south of Eglinton Avenue West, west of Yonge Street, east of Avenue Road and north of the Belt Line Trail.

55. Corktown

Corktown developed as a residential, commercial and industrial neighbourhood in the 19th century. The area contains some of the oldest houses in Toronto dating back to the 1850s. The housing stock ranges from former workers' cottages located along the neighbourhood's narrow laneways to Georgian and Victorian row-houses on the main streets. Located east of the original Town of York, this area started to be occupied after 1830 when its lots were sold off for housing and industry. It was dubbed Corktown as a result of its Irish residents, many of whom came from County Cork, Ireland. Neighbourhood boundaries embrace some of Canada's most historic landmarks including the Blackburn house site, St. Paul's Minor Basilica, Little Trinity Church, and Enoch Turner Schoolhouse. Generally, Corktown is located south of Shuter Street, north of Front/Eastern Avenue, east of Berkeley Street and west of the Don River.

56. Davisville

Davisville developed as a residential neighbourhood in the 1920s and 1930s with commercial and entertainment sections. The houses west of Mount Pleasant Road are mostly large two and three-storey English Cottage and Edwardian-style homes. The houses east of Mount Pleasant Road are made up primarily of attractive smaller detached houses, semidetached houses and bungalows. This part of the neighbourhood also contains a handful of historical homes from the late 1800s, and a growing number of interesting modern housing. Generally, Davisville is located north of the Mount Pleasant Cemetery, west of Bayview Avenue, east of Yonge Street and south of Eglinton Avenue East.

57. Deer Park

Deer Park developed as a residential and commercial area in the late 19th and early 20th century. The neighbourhood mainly comprises housing containing fine Victorian and Edwardian houses. Oriole Park, which is located to the north of the District, is an attractive and important recreational park for the community. Local landmarks include 'Woodlawn' at 35 Woodlawn Avenue West (the remnant of the William Hume Blake estate that was designed by the noted Toronto architect John Howard in 1840), and an important collection of 20th century apartment houses and office buildings on St. Clair Avenue. The neighbourhood includes Foxbar Road, which has an interesting and unusual curvilinear street form. Generally, Deer Park, which is centred on the intersection of Yonge Street and St Clair Avenue, is loosely situated west of the Vale of Avoca, Mount Pleasant Cemetery and Yonge Street, north of Ramsden Park, east of Avenue Road and Oriole Parkway and south of Eglinton Avenue West.

58. Dovercourt Village

Dovercourt Village developed as a residential and commercial neighbourhood in the late 19th and early 20th centuries. The area comprises housing with an eclectic concentration of small shops along the main streets of the neighbourhood. Many of the houses have been sensitively converted into two and three family homes. Dovercourt Park, which is located in the centre of the neighbourhood, south of Fernbank and north of Southview, provides for an attractive recreational community facility. Generally, Dovercourt Village is situated south of Dupont Street, north of Bloor Street West, east of Dufferin Street and west of Dovercourt Road.

59. Financial District

The Financial District is Toronto's main downtown business and finance district. It is the most densely built up area of the city with large office blocks that are the predominant building type. These large towers are connected by a system of underground walkways, known as The Path system, which is lined with retail establishments, making the area one of the most important shopping districts in Toronto. Transport links are centred on Union Station at the south end of the financial district. Historic architectural landmarks are numerous and include the former Bank of Montreal building at 30 Yonge Street, the aforementioned Union Station and the Canadian Bank of Commerce Building at 25 King Street West. The neighbourhood also contains many modernist glass and steel type skyscrapers such as the Toronto Dominion Centre by renowned architect Ludwig Mies van der Rohe. Generally, the Financial District is bounded by Queen Street West to the north, Yonge Street to the east, Front Street to the south and University Avenue to the west.

60. Forest Hill

Forest Hill developed from a small village to a residential neighbourhood from the 1920s to the 1950s. The centre of the neighbourhood is defined by two phases of built type; the Lower Village and the Upper Village. The Lower Village contains an eclectic mix of commercial stores, eateries and apartments. The Upper Village comprises intact sections of mid 20th century housing. There are also a number of attractive mid 20th century condominiums located west of Spadina on Lonsdale Road and Heath Street West. Local landmarks include the Upper Canada College and Bishop Strachan School. Generally, Forest Hill is located north of St Clair Avenue West, east of Bathurst Street and Allen Road, west of Oriole Parkway and Avenue Road and south of Briar Hill Avenue.

61. Garrison Common

Garrison Common developed as an industrial neighbourhood in the mid 19th century. The northeast of the area, up to King Street and over to Strachan Avenue, was developed first from 1865 to 1900. The other section southwest of the neighbourhood, down to the Canadian National mainline and over to Dufferin Street, is almost entirely

representative of 20th century building typologies. Toward Bathurst Street, Niagara Street, which extends along the path of Garrison Creek, contains early workers' housing. Generally, Garrison Common is located east of Dufferin Street, south of King Street West and the Canadian National Railway mainline, west of Strachan Avenue and north of the Gardiner Expressway East.

62. Glenwood

The Glenwood neighbourhood developed on the lands of the former Woodbine Golf and Country Club in the mid 20th century. The housing stock consists of large bungalows and detached and semidetached two storey houses. Glenwood Crescent, which contains many attractive original houses in a scenic setting, is the major residential street in the neighbourhood. It has a curvilinear street form, located both east and west of O'Connor Drive. A focal point of the area is the Taylor Creek Park which wraps itself around the southern reaches of this neighbourhood. Generally, Glenwood is located north of Taylor Creek Park, south of Parkview Hill Crescent and St. Clair Avenue East, west of Rexleigh Drive and east of Alder Road.

63. Gore Lands

Gore Lands developed as a residential neighbourhood after the construction of a bridge over the Park Drive Ravine in the early 20th century. The eclectic mix of housing stock contained within this neighbourhood forms the most densely built up settlement of North Rosedale. The architectural styles of the housing stock vary, ranging from simple undecorated four-squares, semidetached town houses, workers cottages, unusual flat roofed art moderne homes and a collection of sturdy modest bungalows. Topographically, the significant rise in the landscape from Summerhill towards the CPR line greatly enhances the aesthetic and built form quality of the neighbourhood. Generally, Gore Lands is located south of the Canadian Pacific Railway line, north of Park Drive Reservation Lands, east of David A Balfour Park and west of Chorley Park.

64. Governor's Bridge

Governor's Bridge developed as a residential neighbourhood, after the construction of the Governor's Bridge, between the 1920s and the 1940s. The neighbourhood contains approximately one hundred and fifteen homes set against the backdrop of the Moore Ravine Valley. Whilst having many attractive modern houses, the neighbourhood is nonetheless characterised by the Spanish Colonial Revival style evidenced in many of its original houses. Generally, Governor's Bridge is situated southeast of Bennington Heights and the Canadian Pacific Railway line, west and southwest of the Don River and Bayview Avenue and east of Moore Park Ravine.

65. Grange Park

Grange Park developed as an exclusive residential neighbourhood in the late 19th century. Much of the neighbourhood comprises narrow tree-lined residential streets lined with ornate Victorian Queen Anne style houses. Beverley Street contains examples of some mid to late 19th century Second Empire style housing. South of the neighbourhood is the commercial strip on Queen Street West. This area provides the Grange Park community with a defined social and commercial centre. Generally, Grange Park is located north of Queen Street West, east of Augusta Avenue, west of University Avenue and south of College Street. Dundas Street East intersects the centre of the neighbourhood running in an east-west direction.

66. Harbord Village

Harbord Village developed as a residential neighbourhood from park lots in the late 19th century. The housing stock consists of the Bay-n-Gable style houses. The typical Bay-n-Gable house of the neighbourhood is tall and narrow; two to three stories high with a peaked gable over bay windows, front doors located to the side of the front

elevation and painted wood porches of varying sizes and detail. Harbord Street intersects the centre of the neighbourhood from east to west. The main commercial centre in the community is located in the north end of the neighbourhood on Bloor Street West. Generally, Harbord Village is situated south of Bloor Street West, north of College Street, west of Spadina Avenue and east of Bathurst Street.

67. Hillcrest

Hillcrest Village developed as a residential and commercial neighbourhood in the late 19th and early 20th centuries. The area mainly comprises housing set against the scenic ridge of the Davenport escarpment. The Victorian houses at the north end of Hillcrest, which were built in the late 1800s and early 1900s, comprise a mix of architectural styles and layouts. There is also a pocket of larger detached homes, built between 1910 and 1930, near Hillcrest Park. Some of these houses were built with stone from the original Union Station, which was torn down after World War I. A Business Improvement Area (BIA) operates along the commercial district along St Clair Avenue from Christie Street West to Winona Drive. This commercial district contains an attractive mix of commercial shop and building types. Generally, Hillcrest is located south of St Clair Avenue West, west of Bathurst Street, east of Oakwood Avenue and north of Davenport Road. Christie Street intersects the area running in a north-south direction.

68. Humewood

Humewood developed as a residential neighbourhood in the early 20th century on the lands of the former Humewood Estate. The neighbourhood comprises intact early 20th century detached and semidetached houses, mostly constructed between 1910 and 1925. The housing stock of the area contains a wide variety of architectural styles including Tudor, English Cottage, and Edwardian style homes. Impressive front porches and expansive dormer windows are characteristic of many of the houses in this neighbourhood. Humewood Court, a cul-de-sac which runs off of Humewood Drive just north of St. Clair, is noteworthy for containing some of the finest Art Deco walk-up apartment buildings in Toronto. Generally, Humewood is located southwest of the Cedarvale Ravine and Vaughan Road, north of St Clair Avenue West and east of Dufferin Street.

69. Kensington

Kensington developed as a residential and commercial neighbourhood on laid out park lots in the late 19th century. The neighbourhood's housing stock consists of idyllic Victorian row-houses having high pitched gables and decorative barge board among many other decorative accents. The terraced houses, which are small to moderate in size, were built between the 1870s and 1890s. The houses in the heart of the Kensington Market have market stalls on their front yards. Many of these houses are oriented to the rear of the property where tiny little laneways offer privacy from the hustle and bustle of the marketplace. Bellevue Square is situated to the south of the neighbourhood. Generally, Kensington is located south of College Street, east of Bathurst Street, west of Spadina Street and north of Dundas Street West. Nassau Street intersects the neighbourhood from east to west.

70. King-Spadina

King-Spadina District, influenced by its early origins as an institutional precinct and by the later introduction of the steam railway to the area, began to develop as a residential, commercial and industrial neighbourhood in the late 18th century. The area mainly comprises former industrial buildings, entertainment venues and commercial outlets along King Street West. Many of the former industrial buildings have been converted for use in an office, residential or entertainment capacity. The general existing and desired character of the area remains that of an industrial scale neighbourhood with a consistent street relationship. High buildings that have been constructed recently have been inserted into that fabric and do not yet represent the "norm" for built form in the area. The commercial strip along

King Street contains some early Second Empire style commercial terraced buildings alongside larger six storey plus former industrial red brick buildings. These structures house an array of various restaurant and bar types, coffee and specialist retail shops. Generally, King-Spadina is located along King Street West, west of University Avenue, east of Bathurst, north of the Canadian National Railway line and south of Queen Street West.

71. St. Lawrence District East

The St. Lawrence neighbourhood developed in the late 18th century and 19th century as the downtown centre of Old York. The area (both east and west) encompassed the original ten blocks of the city. A regeneration project for the neighbourhood was planned and developed by the City of Toronto in the 1970s as a mixed use housing development. It has been much lauded as a model for the design and planning of new neighbourhoods across North America. The neighbourhood contains many adapted industrial type buildings such as 145 Front Street, the LKTP Drama School at the corner of Front and Frederick Street and the Canadian Opera Company at the corner of Front Street and Berkeley Street. Other notable buildings in the area include the Canadian Stage Company's complex of red brick buildings fronting on Berkeley Street. Generally, St. Lawrence District East is located south of Front Street East, east of George Street South, north of the Gardiner Expressway and west of Parliament Street.

72. Leslieville

Leslieville, influenced by the introduction of the streetcar to the area, developed as a residential neighbourhood in the late 19th century. The area's older houses along Queen Street, and south to Eastern Avenue were built in the late 1800s. They include Ontario Cottages, Second Empire row houses and Victorian houses. Leslieville's second generation of houses, north of Queen Street, was built in the early 1900s. This district includes modest detached and semidetached houses as well as a large number of small bungalows. The Alexander Muir 'Maple Leaf Forever' Tree is a local landmark on Laing Avenue. Generally, Leslieville is located north of Eastern Avenue, east of Carlaw Avenue, west of Coxwell Avenue and south of the Canadian National Railway line. Dundas Street East intersects the centre of the neighbourhood from east to west with Greenwood Avenue intersecting the neighbourhood from north to south.

73. Moore Park

Moore Park, influenced by the construction of two bridges in the area, developed as a residential neighbourhood in the early 20th century. The architectural styles associated with the neighbourhood's building stock include large English Cottage, Georgian, and Tudor Revival style houses built between 1908 and 1930. These styles are representative of the strict design guidelines put in place by the developer, John Thomas Moore, prior to construction of the neighbourhood. The built fabric of the Moore Park has remained true to this original design vision. Generally, Moore Park is located south of Mount Pleasant Cemetery, north of the Park Drive Ravine and the railway tracks, west of Moore Park Ravine and east of the Vale of Avoca Ravine.

74. Palmerston

Palmerston developed as a residential neighbourhood from laid out park lots in the late 19th century and early 20th century. The housing stock consists mainly of Bay-n-Gable type houses constructed in the late 19th century and early 20th century. The main residential street in the neighbourhood is Palmerston Boulevard, which has distinctive stone and iron gates at its entrances at both Bloor Street and College Street. This Street is also lined by original cast-iron lamps and mature maple trees. Local landmarks include the George Weston Mansion at 469 Palmerston Boulevard, the College Street Baptist Church (c.1889) and the Harbord Street Collegiate Institute (c.1892). Generally, Palmerston is located west of Bathurst Street, east of Clinton Street, south of Canadian Pacific Railway line and north of College Street.

75. Parkdale/Queen West

Parkdale developed as an exclusive residential and commercial neighbourhood in the late 19th century with the neighbourhood's grandiose mansions constructed between 1875 and 1895. The houses in the north end of Parkdale, above Queen Street, are smaller than their South Parkdale counterparts. These houses were built between 1900 and 1910. Parkdale's main commercial strip is contained on Queen Street West. This commercial area contains an eclectic mix of small specialist shops. Many of the buildings to this section of Parkdale date to the mid to late 19th century and are among the oldest in the neighbourhood. The housing stock is mainly constructed of brick with some of the original shop fronts remaining. Generally, Parkdale is situated north of the Gardiner Expressway, east of Roncesvalles Avenue, south of Bloor Street West, southwest of the Canadian National Railway line and west of Dufferin Street. Queen Street West and King Street West are located south of the neighbourhood, intersecting at Roncesvalles Avenue.

76. Queen Street West/ Trinity Bellwoods

Queen Street West/Trinity Bellwoods developed as a residential and commercial neighbourhood in the late 19th century and early 20th century. The neighbourhood contains small to medium sized Victorian style housing. Many of the houses in this neighbourhood have either front or rear access to Trinity Bellwoods Park. Some of the area's larger houses are located on Shaw Street, a tree-lined boulevard that is twice as wide as the other streets in this neighbourhood. Trinity Bellwoods Park spans the entire length of the neighbourhood. Queen Street West provides the neighbourhood with a vibrant commercial district encompassing many bars, restaurants and specialty shops. Givins Street Public School c.1914 at 180 Shaw Street, which terminates the vista looking west along Lobb Avenue from Trinity Bellwoods Park, is a local landmark. Generally, Queen Street West/Trinity Bellwoods is located south of Dundas Street West, east of Dufferin Street, west of Augusta Avenue and north of Queen Street West. Gore Vale Avenue intersects the centre of the neighbourhood from north to south.

77. Rathnelly

Rathnelly developed, from laid out park lots, as a residential enclave at the south end of the South Hill-Poplar Plains neighbourhood between 1880 and 1910. The area mainly comprises residential Victorian detached and semidetached red brick housing. Adjoining the residential neighbourhood, the Poplar Plains Pumping Station (c.1906) at 235 Cottingham Street and the MacPherson Avenue Hydro Substation c.1911 at 290 MacPherson Avenue are local landmarks. Generally, Rathnelly is located south of Poplar Plains Crescent, west of Avenue Road, north of the Canadian Pacific Railway line and east of Poplar Plains Road. MacPherson Avenue intersects the southern section of the neighbourhood running in an east to west direction.

78. Riverdale

Riverdale, influenced by the introduction of the railway and later by the introduction of the streetcar, developed as a residential and commercial neighbourhood in the late 19th and early 20th centuries. The building stock consists of various types of Victorian and Edwardian residential houses. Notable landmarks include the Riverdale Library on the corner of Gerrard Street East and Broadview Avenue and the former Post Office, now a community centre at Queen Street East and Saulter Street. The Don Jail is located in the west of the neighbourhood, south of Riverdale Park East. There is a commercial strip on Queen Street East to the south of the community. Generally, Riverdale is located south of Browning Avenue, west of Greenwood Avenue, northeast of the Canadian National Railway line, north of Eastern Avenue and east of the Don River.

79. Seaton Village

Seaton Village developed, on laid out park lots, as a residential and commercial neighbourhood in the 1890s and early 1900s. The housing stock in the area consists mostly of semidetached Victorian style houses. This housing stock represents an important collection of intact late 19th century Victorian terraced housing. The neighbourhood contains a commercial district along Bloor Street West. Focal points of the neighbourhood include the city park; Vermont Square, which is located to the northeast of the neighbourhood, and Palmerston Square. Generally, Seaton Village is situated north of Bloor Street, south of Dupont Street, east of Christie Street and west of Bathurst Street.

80. South Hill

South Hill developed as a residential neighbourhood between 1890 and 1920. The area comprises some of the largest houses in Toronto. This housing stock also contains a number of recently constructed townhouses and apartment buildings on both sides of Avenue Road. South Hill's geographical position, with Avenue Road Hill in particular commanding excellent views over Downtown Toronto, enhances the aesthetic quality of the neighbourhood setting. Sir Winston Churchill Park, which is located to the northwest corner of the area, provides for the recreational needs of the community and is a focal point for the neighbourhood. Generally, South Hill is located south of St Clair Avenue West, west of Avenue Road, east of Spadina Road and north of Davenport Road.

81. The Beach

The Beach developed as a residential and commercial neighbourhood in the early 20th century. The area mainly comprises housing containing a diverse range of housing types constructed mainly during the 1920s and 1930s. The commercial district of Queen Street East lies at the heart of The Beach community. This district contains a range of restaurants, bars and specialty shops. The side streets are mostly lined with semidetached and large Victorian and Edwardian houses. There are also some attractive mid 20th century low-rise apartment buildings and a few row-houses located in this area. The Beach itself is a scenic, single uninterrupted stretch of sandy shoreline bounded by the R.C. Harris Water Treatment Plant (locally known as the water works) to the east and Woodbine Park (a small peninsula in Lake Ontario) to the west. Generally, The Beach is located west of Victoria Park Avenue, south of Kingston Road, east of Woodbine Avenue and north of Lake Ontario.

82. Topham Park

Topham Park developed as a residential neighbourhood in the mid 20th century as a result of the Canadian Government's War-time housing strategy. The area mainly comprises housing containing War Veterans housing. These houses are located in the centre of the neighbourhood between Selwyn and Squires Avenues and from St. Clair Avenue north to Tiago Avenue. The houses of the neighbourhood, which were constructed between 1944 and 1946, are easily distinguished by their bright frame siding and front porches. The streets on the periphery of the neighbourhood include sturdy brick bungalows, and detached one-and-a-half-storey and two-storey houses built mostly in the late 1940s. Generally, Topham Park is located southeast of O'Connor Drive, south of Parma Park, north of St Clair Avenue East and west of Victoria Park Avenue.

83. Queen's Park Precinct/University Avenue

University Avenue and Queen's Park are prominent ceremonial processions in downtown Toronto lined by many institutional and public buildings and anchored by the Provincial Legislature building which is set within an oval shaped park. The Legislature creates an impressive vista for those looking north along University Avenue. The portion south of College Street is dominated by a series of hospitals. These include the Toronto General Hospital,

Mount Sinai Hospital, Princess Margaret Hospital, Toronto Rehab, and the Hospital for Sick Children. The rest of the street is home to a variety of corporate offices and provincial government buildings. Generally, Queen's Park Precinct/University Avenue begins at the intersection of Queen Street West and University Avenue and heads north along University Avenue and Queens Park Crescent to Queens Park and Bloor Street West.

84. Woodbine Gardens

Woodbine Gardens, influenced by the construction of the Woodbine Bridge in 1932, developed as a residential neighbourhood in the mid 20th century. House styles in the neighbourhood range from Tudor Revival and ranch-style bungalows to solid brick two storey houses. Many of the neighbourhood's earliest houses, which were built in the 1940s, were constructed of brick and stone. All the other houses were built in the early 1950s. The aesthetic quality of Woodbine Gardens built environment is greatly enhanced by the neighbourhood's uneven topography and geographic position overlooking Taylor Creek Park. Generally, Woodbine Gardens is situated south of St Clair Avenue East, west of Dawes Road and Victoria Park Avenue, east of Rexleigh Drive and north of Taylor Creek Park.

85. Yonge-Yorkville

Yonge-Yorkville developed as a residential neighbourhood, on earlier subdivided park lots, in the late 19th century. The housing stock consists of Victorian houses built mainly between 1870 and 1895. Recreational parks for the community exist in the form of Ramsden Park, located north of the neighbourhood, and Ketchum Park, situated to the south. The neighbourhood contains a mix of attractive high rise condominium towers, office towers, hotels and theatres, all perched on a pedestal overlooking the Toronto Downtown to the south. Yorkville is celebrated as one of Toronto's most stylish neighbourhoods. It offers a unique blend of designer boutiques, fashionable restaurants, plush hotels and world class galleries. The dedicated commercial strip is located along Yorkville Avenue and Cumberland Street with many exclusive shopping boutiques present. Davenport Road intersects the area from east to west. Generally, Yonge-Yorkville is located south of Ramsden Park, west of Yonge Street, east of Avenue Road and north of Bloor Street West. The neighbourhood is also inclusive of the commercial strip on Yonge Street which runs between College Street in the south and Bloor Street in the north.

86. Bendale

Bendale developed from a small village settlement to a residential neighbourhood in the mid 20th century. The housing stock ranges from bungalows to split-level brick houses built in the 1950s and 1960s. Neighbourhood landmarks include Thompson Memorial Park, Scarborough Town Shopping Centre, the Scarborough Civic Centre and Scarborough General Hospital. Other notable elements of the built environment and public realm include other mid-20th century developments such as the Bendale Public School, the Bendale Park, and Bendale Boulevard. These landmarks and housing stock provide Bendale with a defined mid 20th century built heritage. Generally, Bendale is located east of the Canadian National Railway tracks, north of Eglinton Avenue East, west of Bellamy Road and south of Ellesmere Road.

87. Birchcliffe

Birchcliffe developed from a summer resort settlement to a residential neighbourhood in the early to mid 20th century. The area mainly comprises housing set against the backdrop of the Scarborough Bluffs and Lake Ontario. The housing stock ranges from bungalows, storey-and-a-half houses and detached, two-storey homes that feature Tudor, Edwardian and Cape Cod designs. This neighbourhood's original housing stock dates from the 1910s to the 1950s. The aesthetic qualities of the built environment are greatly enhanced through Birchcliffe's geographical location against the backdrop of the Scarborough Bluffs. Generally, Birchcliffe is located east of Victoria Park

Avenue, south of Danforth Avenue, west of Scarborough Heights Park and north of Lake Ontario. Kingston Road intersects the neighbourhood.

88. Cliffcrest

Cliffcrest developed as a residential neighbourhood in the mid 20th century. The housing stock consists of bungalows, storey-and-a-half houses, semidetached homes and detached, two-storey houses built in the late 1940s and the 1950s. There is also a number of interesting modern infill houses located in the neighbourhood. Cliffcrest is a pleasant neighbourhood within which to live due to the unusually low housing density and to its coastal location in close proximity to the Scarborough Bluffs. Generally, Cliffcrest is located east of Midland Avenue, north of Lake Ontario, south of the Canadian National Railway and west of Bellamy Road.

89. Cliffside

Cliffside developed as a residential neighbourhood in the early to mid 20th century against the backdrop of Toronto's eastern Beaches and the Scarborough Bluffs. The housing stock, which was built mostly in the 1920s, 30s, and 40s includes an eclectic mix of architectural styles including Tudor, Cape Cod, Edwardian, Craftsman style bungalows and newer, contemporary homes. The major landmark in this neighbourhood is the St. Augustine Seminary which has been training Roman Catholic priests since 1910. This large Beaux Arts style building with its large dome is an important landmark which helps define the character of the neighbourhood. There are also a number of associated early 20th century arts and crafts cottages located in close proximity to the Seminary. Generally, Cliffside is located south of St Clair Avenue East, east of Kennedy Road, north and west of Scarborough Bluffs Park, with Resthaven Memorial Gardens located in the northeast corner of the neighbourhood.

90. Guildwood Village

Guildwood developed as a residential neighbourhood in the early to mid 20th century against the backdrop of Toronto's eastern Beaches and the Scarborough Bluffs. Guildwood features a mix of houses, including bungalows, split-level and detached two- storey homes built in the 1950s and 60s, and some attractive modern housing. The stretch of Guildwood Parkway west of Livingston Road contains a mix of townhouses, multi-plex dwellings, and low-rise apartment buildings. The major landmark in this neighbourhood is the historic Georgian style Guild Inn (c.1914), located at 201 Guildwood Parkway, which is situated on ninety acres of property overlooking the Scarborough Bluffs. Guildwood Park forms a naturalized frame around the formal Guild Inn Gardens and several other historic structures. Surrounding these buildings are more than 70 architectural fragments and sculptures within the formal gardens. Generally, Guildwood Village is located north of Lake Ontario, east of Markham Road, south of Kingston Road and the Canadian National Railway line and west of Grey Abbey Ravine.

91. Highland Creek

Highland Creek developed in the mid 19th century as a residential and industrial centre. The neighbourhood contains a large number of frame or brick bungalows built in the 1920s, 30s, 40s, and 50s. Many of these cosy white frame houses were originally summertime cottages. Highland Creek's historical landmarks include the 'W.J. Morrish General Store', c. 1891, situated on Old Kingston Road, the third Highland Creek Public School, c. 1918, located on Military Trail, and the 'Miller Lash/McLean Estate, c. 1914, which is situated on the University of Toronto's Scarborough College campus. These late 19th century and early 20th century landmarks, in association with the surviving early summer cottages, ensure that Highland Creek retains its turn of the century character. The historic cemetery located along the Old Kingston Road (c.1800) is also another notable landmark in the area. Generally, Highland Creek is located east of Morningside Avenue, northeast of Highland Creek, northwest of Kingston Road and south of Highway 401.

92. Malvern

Malvern developed from a small village settlement servicing a prosperous farming community to a mid to late 20th century planned community. The neighbourhood contains a mix of housing types ranging from single-family detached homes, semidetached homes, townhouses, low-rise garden apartments and high-rise apartment buildings. Malvern was constructed as a planned model community by the Canada Mortgage and Housing Corporation in the 1950s. This agency was established as a government-owned corporation in 1946 to address Canada's post-war housing shortage. Its housing was built from the 1970s to the 1990s with the neighbourhood having a population of some 50,000. The Toronto Zoo, the Rouge River, and the Rouge Valley Park are also located in Malvern. The character of the neighbourhood is enhanced through the quality of these amenities and also through the model planned layout of the community. Generally, Malvern is located east of Markham Road, south of Finch Avenue, north of the 401 Highway and west of the Rouge River.

93. Oakridge

Oakridge developed as a residential neighbourhood in the early to mid 20th century. The area mainly comprises housing with a diverse range of housing types. There is a defined commercial strip running through Oakridge along Danforth Avenue, providing its residents with shopping, dining and other entertainment. This commercial district provides the Oakridge community with a clear defined centre. The Bloor-Danforth subway line of the TTC runs through the Warden Woods Park, and both the Warden and Victoria Park stations are located within the community. Many of the Oakridge residential homes were constructed from the 1910s to the 1950s. Generally, Oakridge is located east of Victoria Park Avenue, south of Massey Creek, west of Warden Avenue and north of the CNR line.

94. Scarborough Junction

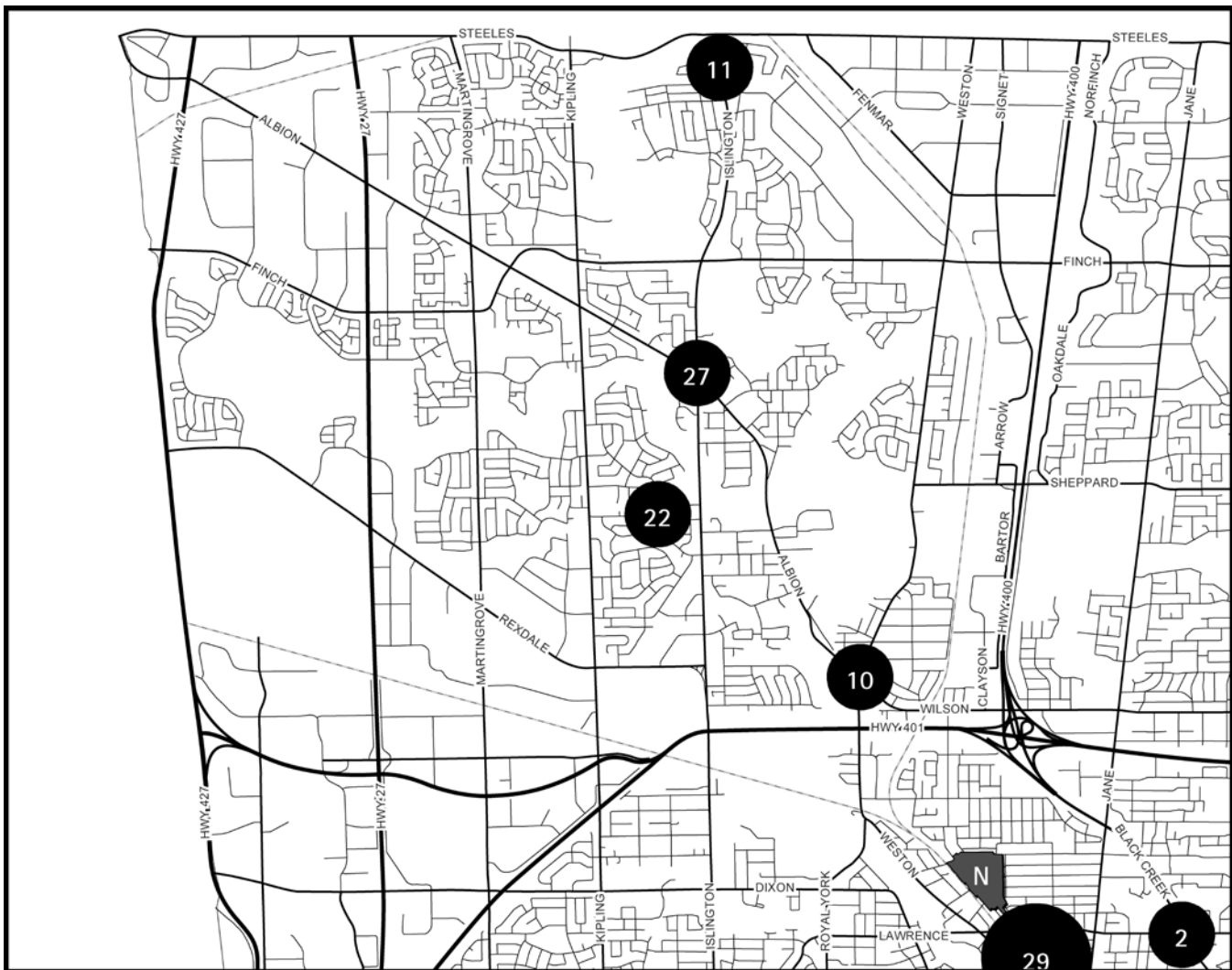
Scarborough Junction, influenced by the Canadian Government's war-time housing strategy, developed from a small village settlement to a residential neighbourhood with a defined commercial strip in the mid 20th century. The housing stock ranges from small bungalows to storey-and-a-half houses and semidetached homes built in the 1940s and 50s. Somewhat larger bungalows, split-level houses and detached, two-storey homes and high-rise apartment buildings on the peripheral streets of the neighbourhood were built in the 1950s and 60s. Scarborough Junction has a distinct mid 20th century appearance with the community knitted together through the defined central commercial district on Eglinton Avenue East. This district features an array of specialty shops and restaurants. Generally, Scarborough Junction is located northwest of the Canadian National Railway line, west of Bellamy Road, south of Lawrence Avenue East and east of Warden Avenue.

95. West Hill/Old Kingston Road

West Hill, influenced by the early 20th century introduction of the streetcar to the area, developed as a residential neighbourhood with a defined commercial centre in the early to mid 20th century. The area contains low density bungalow and storey-and-a-half houses dating from the 1940s, 50s and 60s, mixed in with newer town-homes, and recently built houses. The area contains an abundance of park and ravine land with Morningside Park and Colonel Danforth Park both contained within the community. The neighbourhood is also surrounded by the Highland Creek ravine land to the north, east and west. These recreational lands add greatly to the neighbourhood amenity pool and provide for an attractive backdrop for the defined mid 20th century residential areas. Much of the commercial life in the neighbourhood is centred on Kingston Road. Commercial activity has improved in the area with recent on-street retail facilities having been constructed on the site of the former Morningside Mall. Generally, West Hill/Old Kingston Road is located north of the Canadian National Railway line and east, west and south of Highland Creek.

96. West Rouge

West Rouge developed in the 1920s as a summer riverside resort for the wealthier class. The area primarily consists of housing ranging from 1950s to 1960s and 70s ranch-style bungalows, split-level homes and Tudor style, two-storey homes. Some early cottages dating from the 1920s scheme have been retained with modern infill housing contributing to the additional building stock. West Rouge is positioned in a scenic location along the shores of Lake Ontario with the low density scale of the neighbourhood greatly adding to its attractive setting. Generally, West Rouge is located west of the Rouge River, east of Highland Creek and Port Union Road and south of Kingston Road.

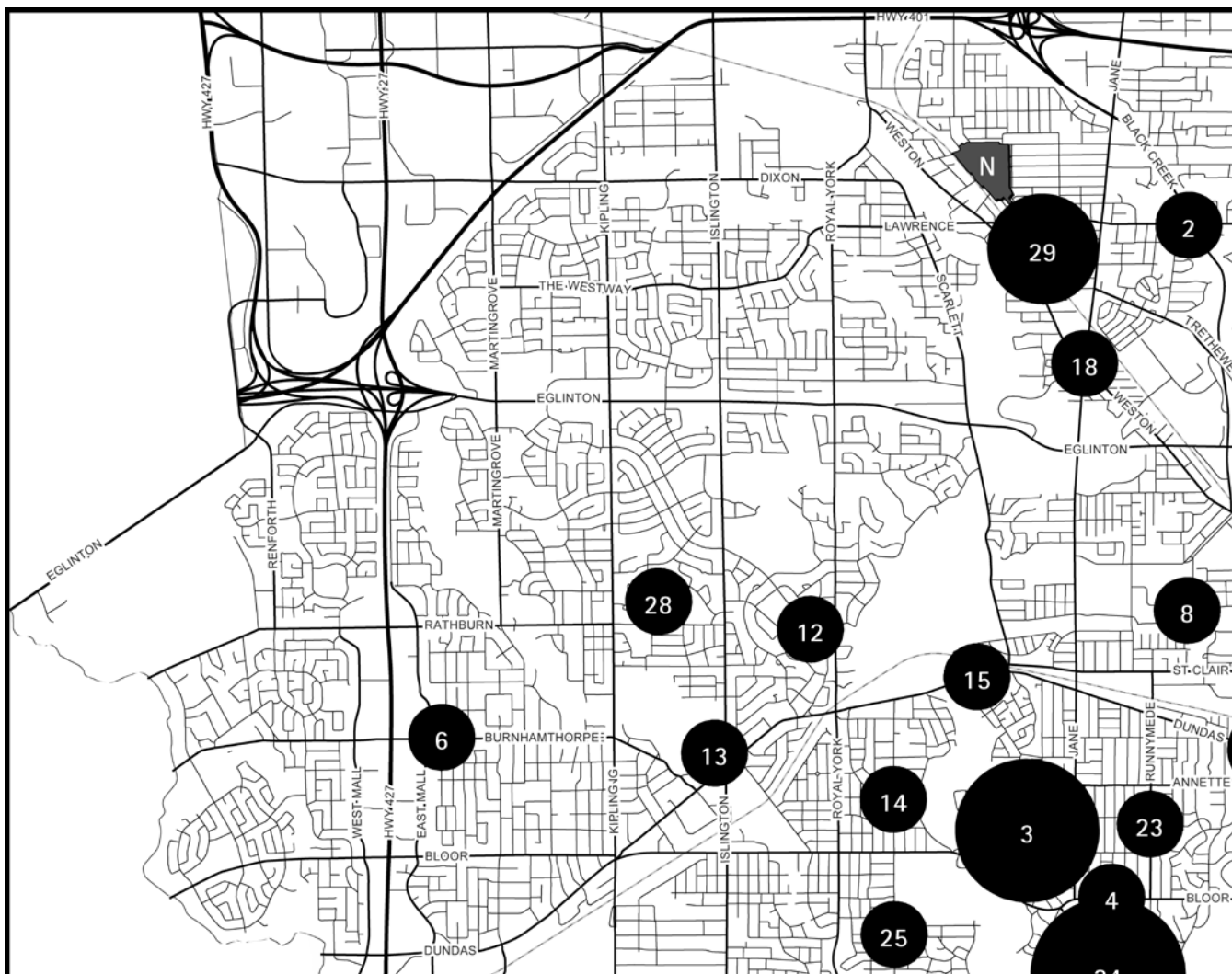


Potential Heritage Conservation Districts - Map 1 of 11



- 1** Potential Heritage Conservation Districts
- N** Authorized for Study as of July 2008

June 2008

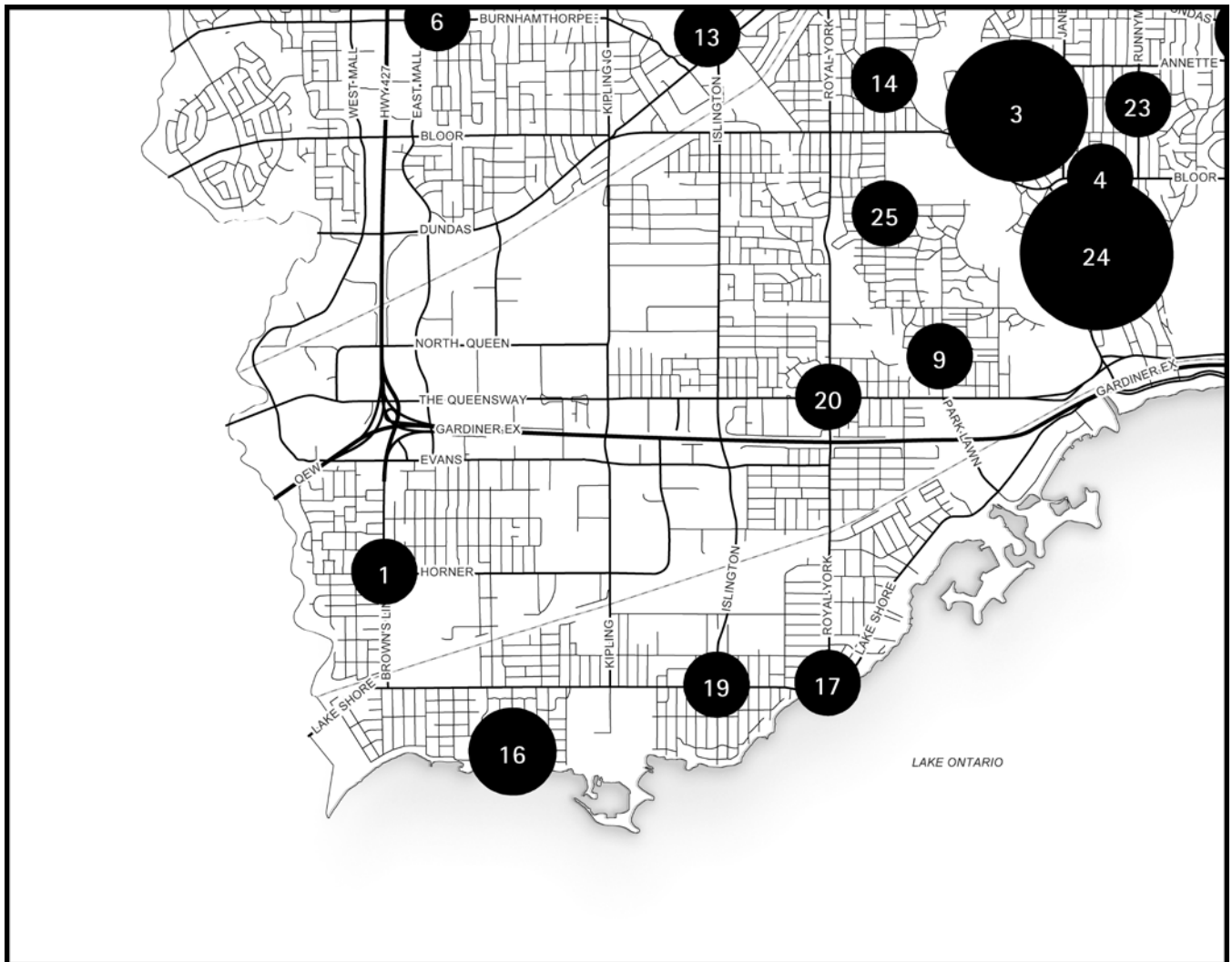


Potential Heritage Conservation Districts - Map 2 of 11

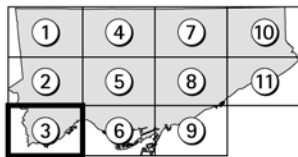


- 1** Potential Heritage Conservation Districts
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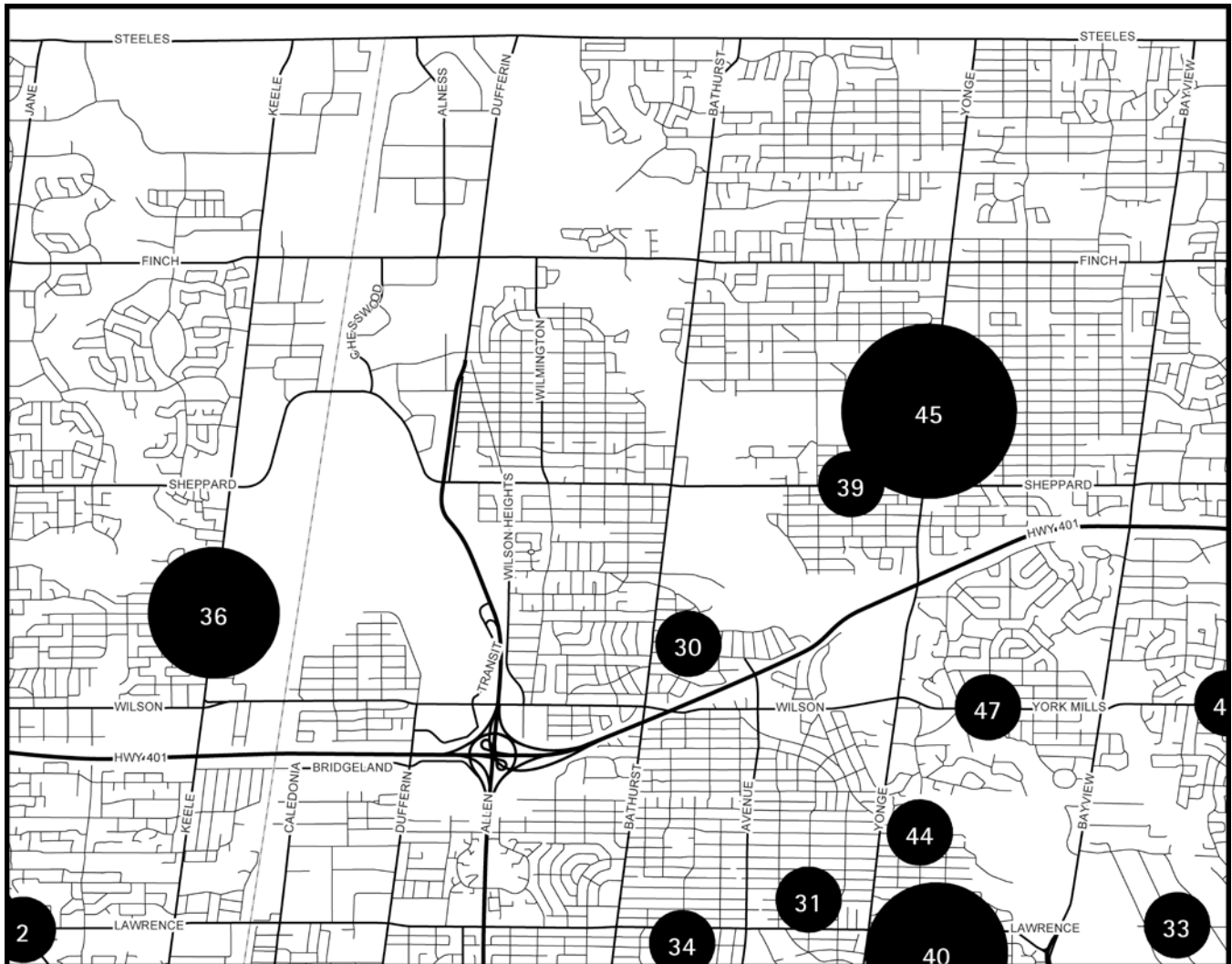


Potential Heritage Conservation Districts - Map 3 of 11



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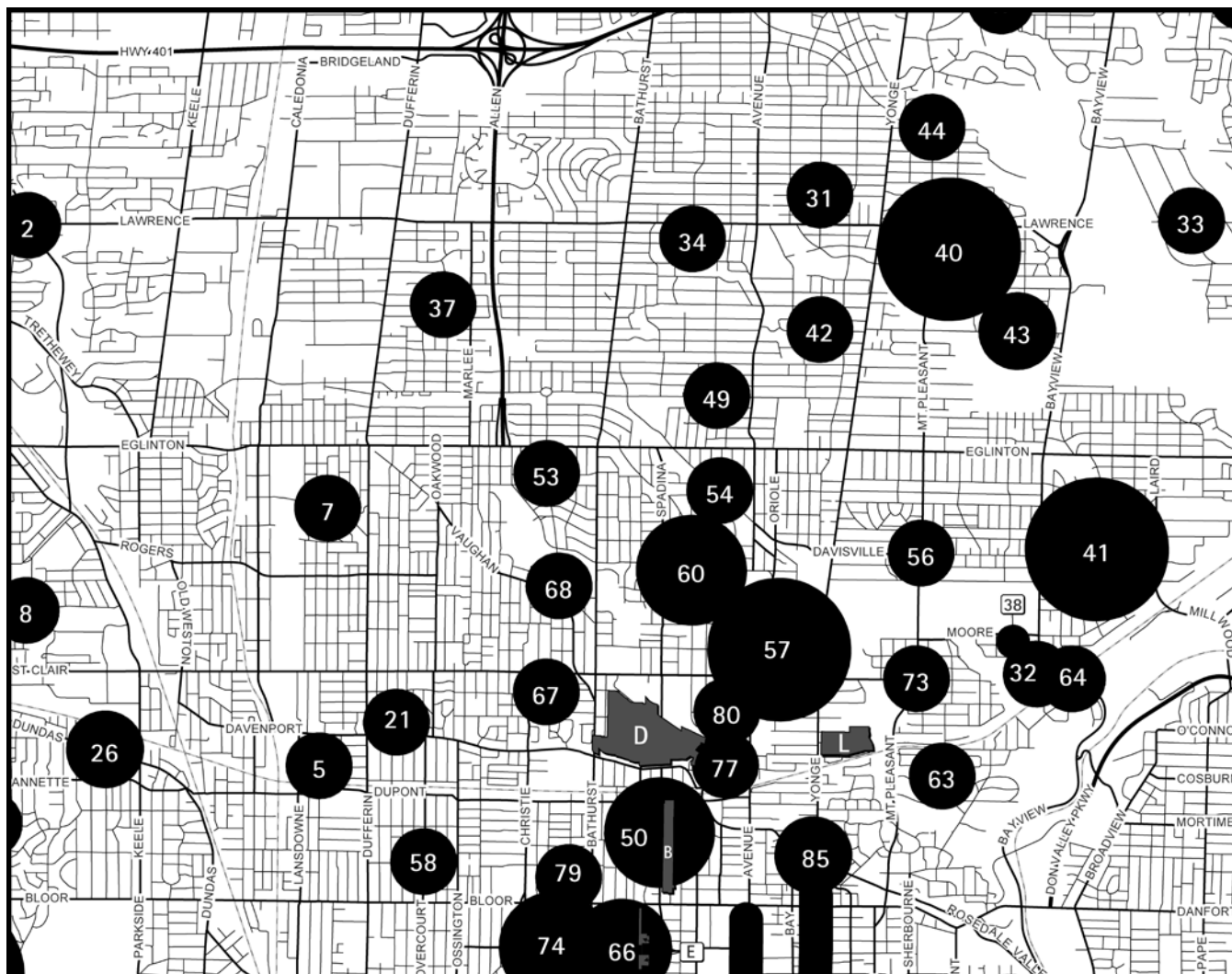


Potential Heritage Conservation Districts - Map 4 of 11

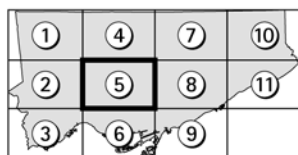


- 1** Potential Heritage Conservation Districts
- N** Authorized for Study as of July 2008



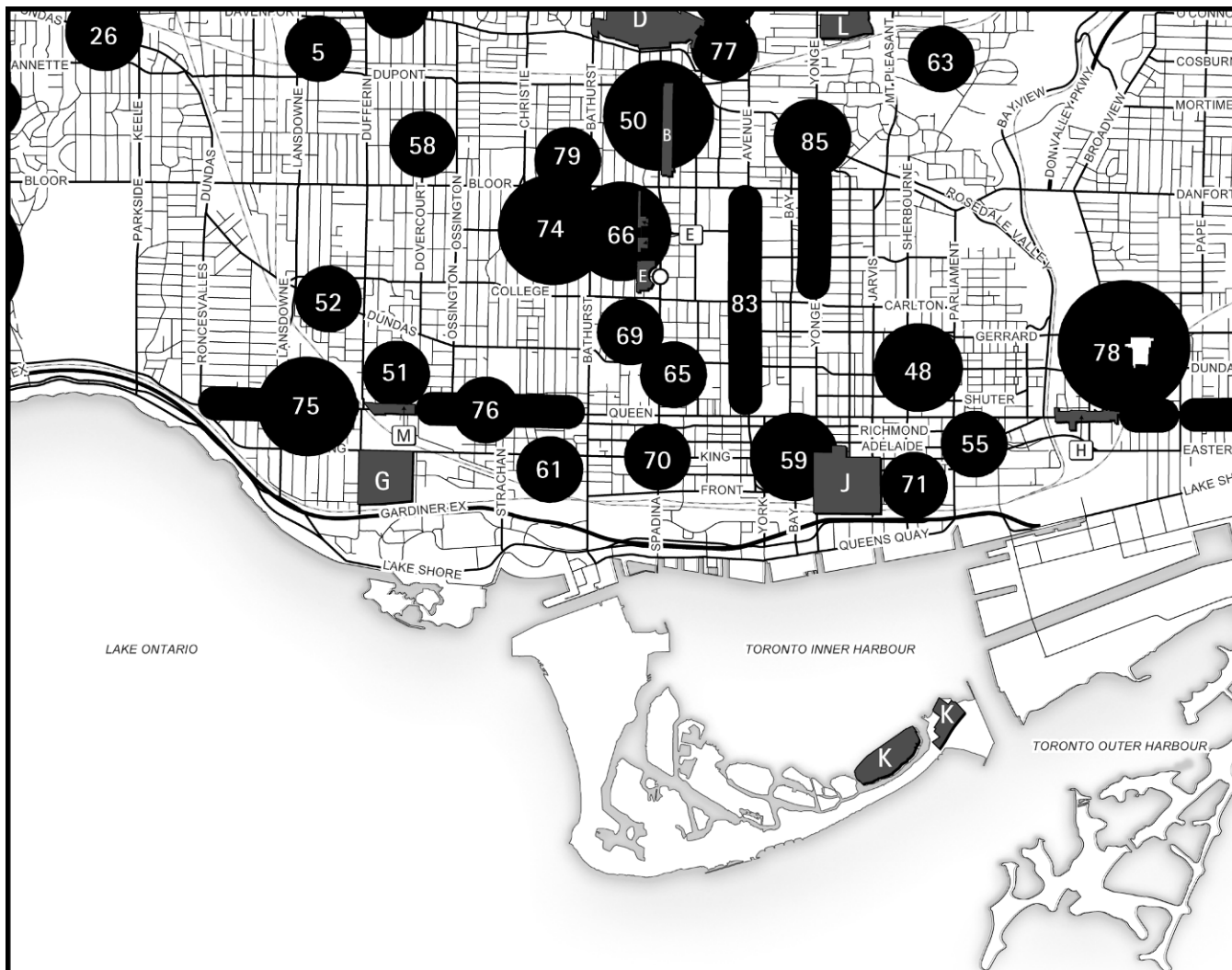


Potential Heritage Conservation Districts - Map 5 of 11

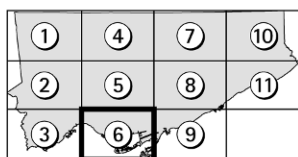


- 1** Potential Heritage Conservation Districts
- N** Authorized for Study as of July 2008

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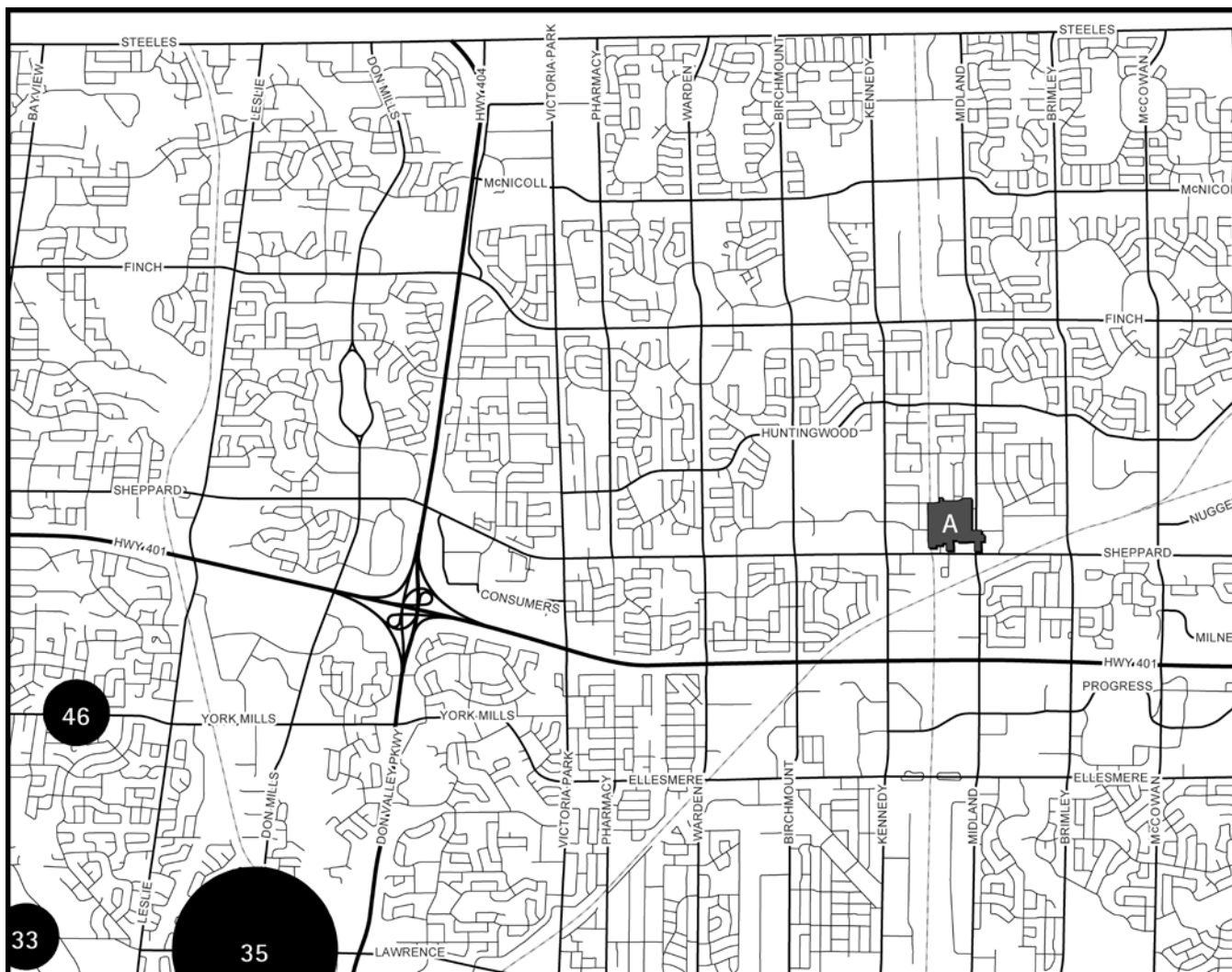


Potential Heritage Conservation Districts - Map 6 of 11



- 1** Potential Heritage Conservation Districts
- N** Authorized for Study as of July 2008

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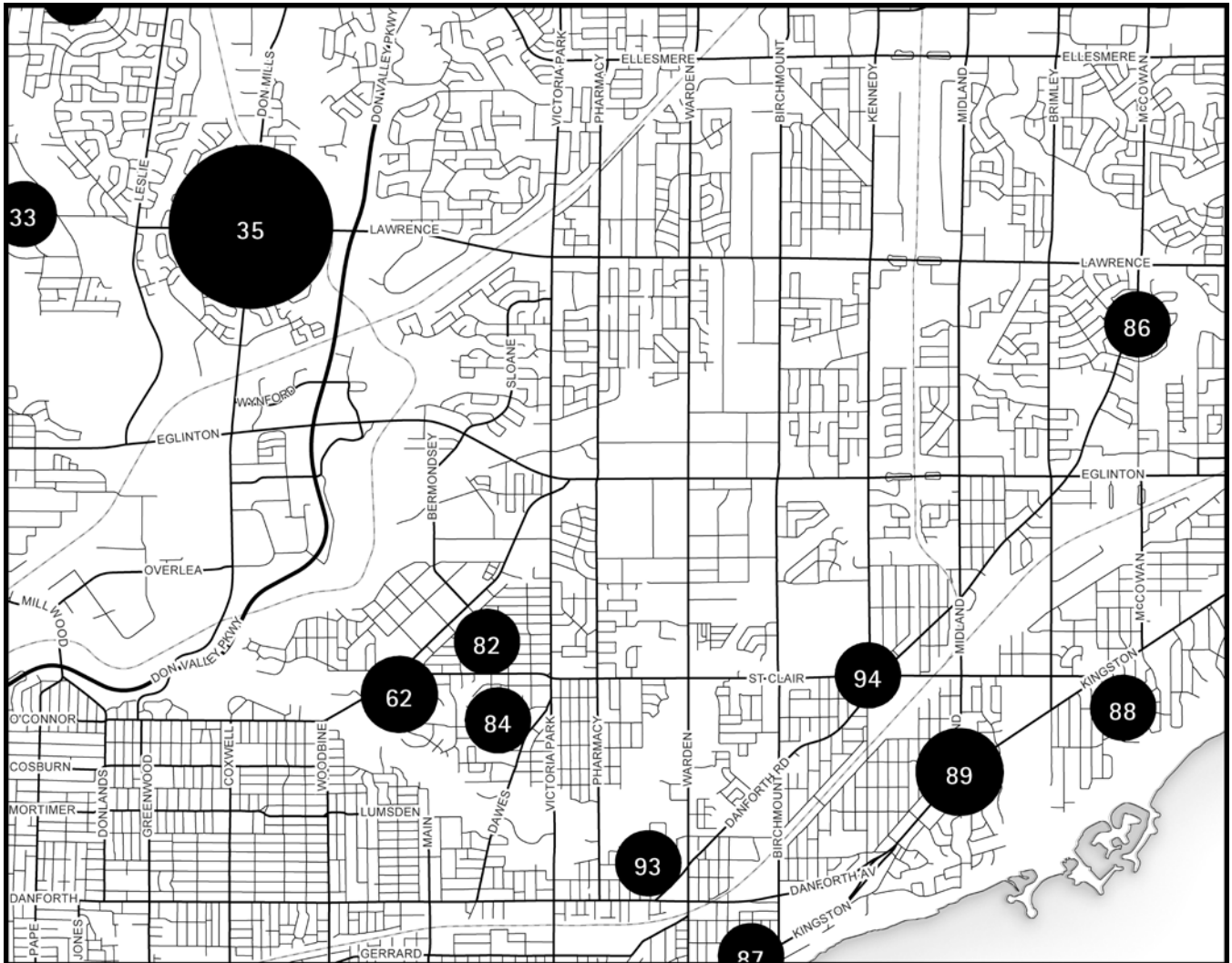
Potential Heritage Conservation Districts - Map 7 of 11



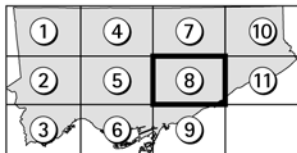
- 1** Potential Heritage Conservation Districts
- N** Authorized for Study as of July 2008



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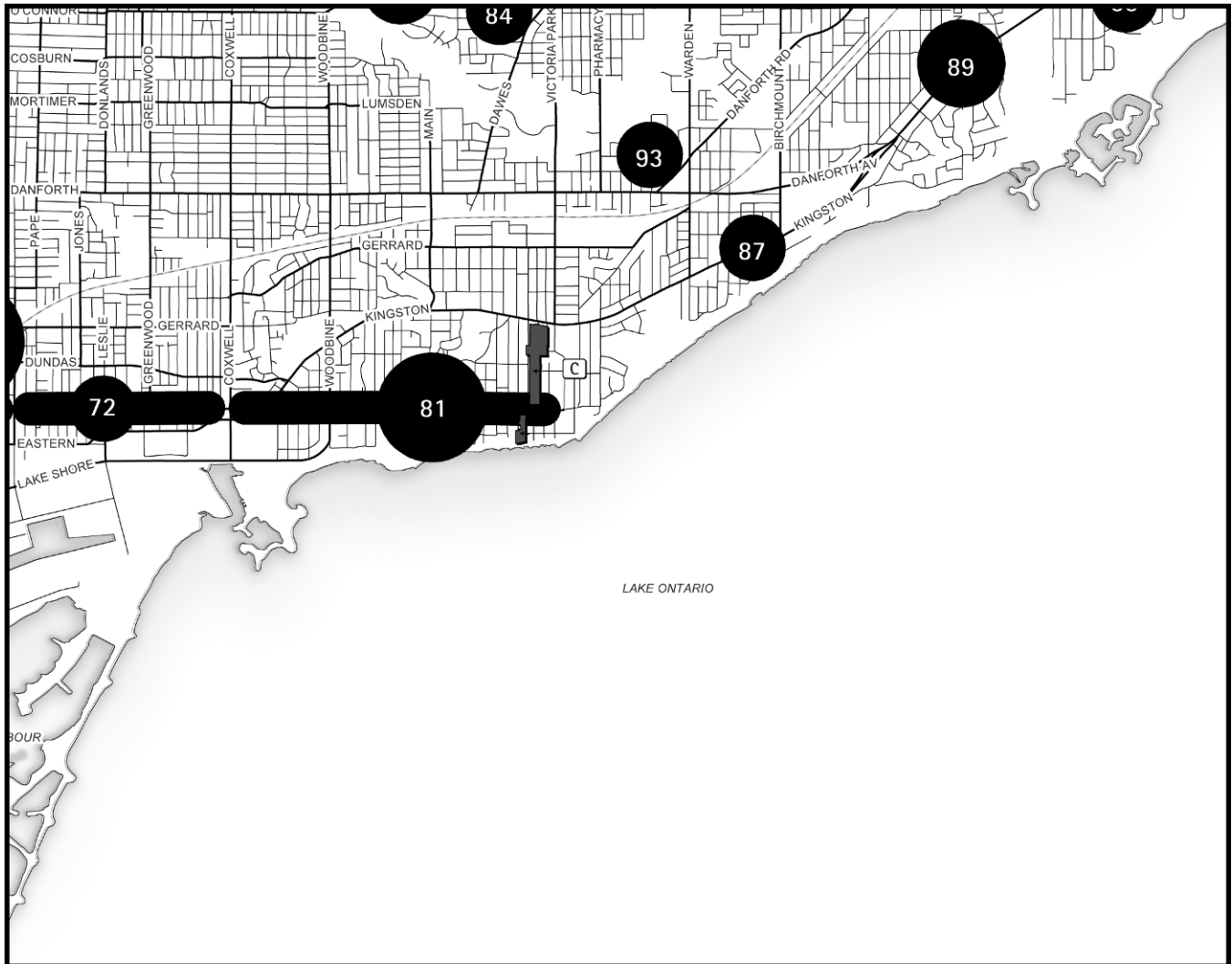
Potential Heritage Conservation Districts - Map 8 of 11



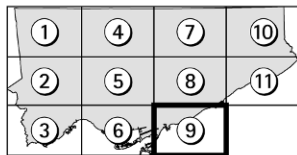
- 1** Potential Heritage Conservation Districts
- N** Authorized for Study as of July 2008



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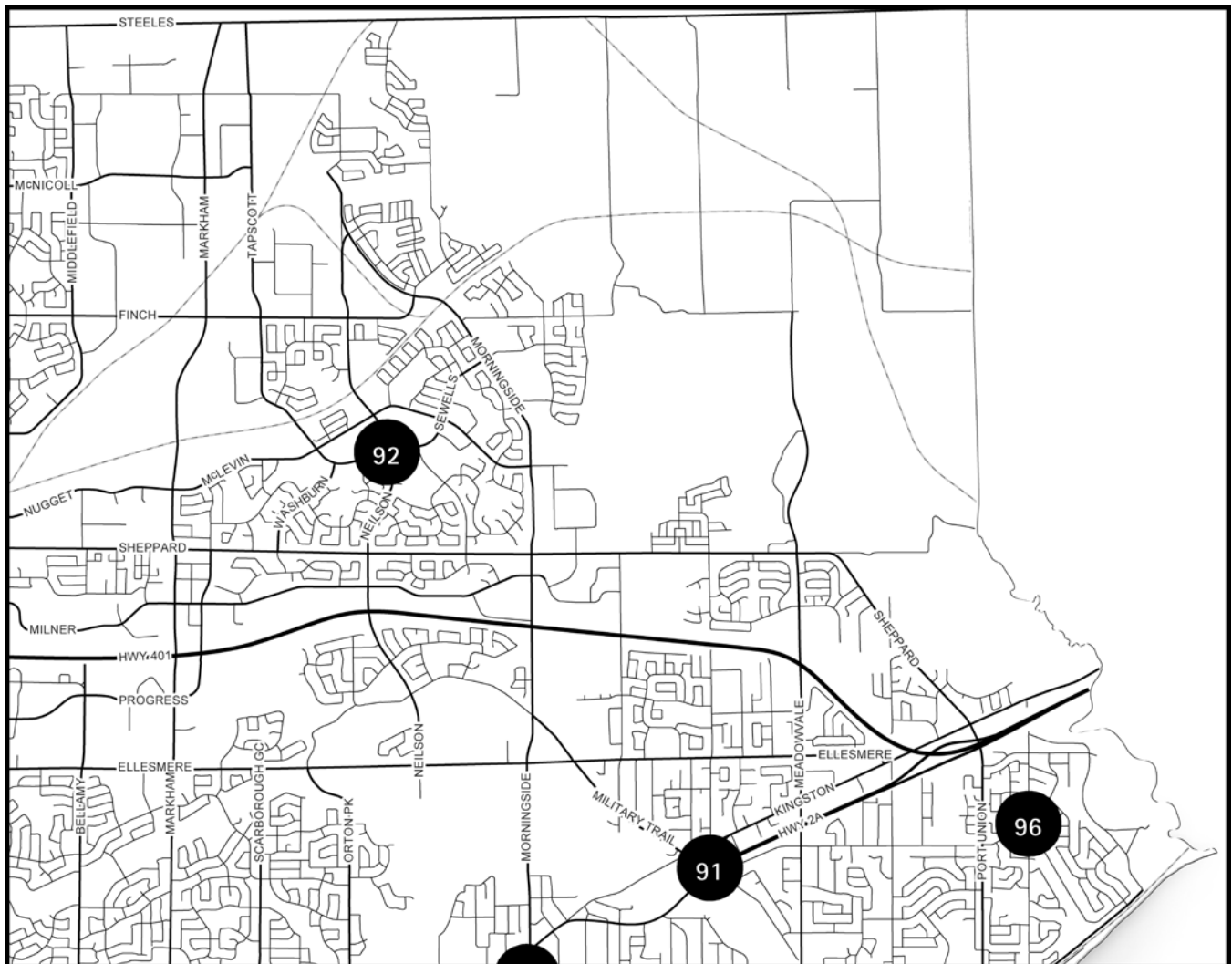


Potential Heritage Conservation Districts - Map 9 of 11

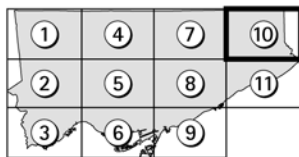


1 Potential Heritage
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as of July 2008

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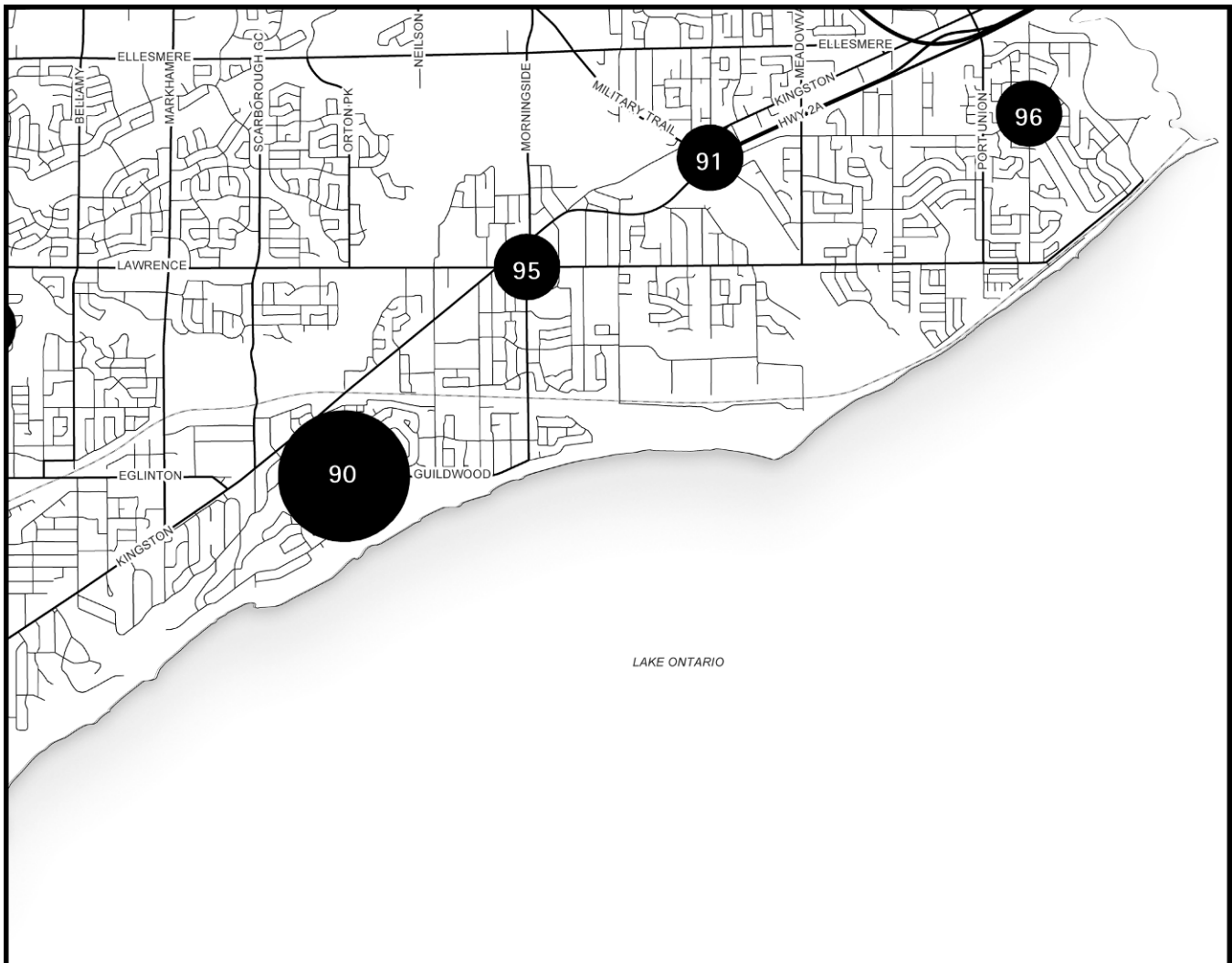


Potential Heritage Conservation Districts - Map 10 of 11

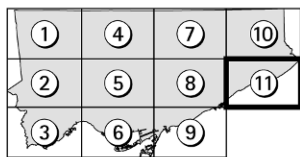


- 1** Potential Heritage Conservation Districts
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Potential Heritage Conservation Districts - Map 11 of 11



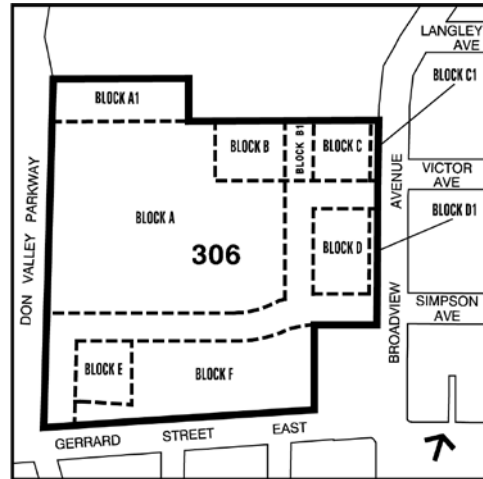
- 1** Potential Heritage Conservation Districts
N Authorized for Study as of July 2008



June 2008

306. 430 Broadview Avenue, 548 Gerrard Street East, 550-558 Gerrard Street East and 14 St. Matthews Road

- a) Pathways, multi-use trails, public streets and driveways will be permitted within 10 metres of the top-of-bank on the west side of the lands.
- b) Development will proceed generally in accordance with the design guidelines entitled "Bridgepoint Health Don Jail Site Master Plan Urban Design Guidelines", and dated October 28, 2005, stamped received October 28, 2005, and prepared by Urban Strategies Inc., as adopted by Council at its meeting of January 31, February 1 and 2, 2006.
- c) The historic Don Jail building will be adaptively re-used and incorporated into the design of the new hospital.
- d) Development of the lands, including the integration of the historic Don Jail building, the construction/realignment and partial closure of the Don Jail Roadway, will be included in the first phase of construction within the lands.
- e) New buildings fronting on Broadview Avenue and the new building on Gerrard Street East at St. Matthews Road will not exceed a maximum height of eight storeys. The base podiums of all new buildings that are adjacent to the north side of the realigned Don Jail Roadway will compliment the height limit defined by the eave line of the historic Don Jail.
- f) The historic Don Jail building is recognized as a significant heritage building and will be incorporated into any development proposed for the lands. Important architectural elements and characteristics of the historic Don Jail, such as the eave line or the south façade of the building should be respected in the design of any new development abutting the realigned Don Jail Roadway.
- g) No above grade parking structures will be permitted on the lands following the construction of the new hospital and realignment of the Don Jail Roadway.
- h) A holding designation on the lands may be removed when the applicant has secured the following:
 - i) execution and registration of a subdivision agreement satisfactory to the Chief Planner pursuant to section 51 of the *Planning Act* and registration of the related plan of subdivision;
 - ii) arrangements and/or necessary agreements satisfactory to the Chief Planner and the Executive Director, Facilities and Real Estate are made respecting the future land arrangements and land ownership;
 - iii) arrangements are made and all necessary agreements or amending agreements satisfactory to the Manager, Heritage Preservation Service are executed and registered, as applicable, respecting the heritage buildings and features; and



- iv) Notice of Conditions of Site Plan Approval has been issued for a new hospital building on Block A which includes integration of the designated Don Jail building.
- i) The lands subject to an “H” may be used for uses existing or permitted on the date of passing of the by-law utilizing the holding symbol and such other uses as may be included in the implementing zoning by-law.

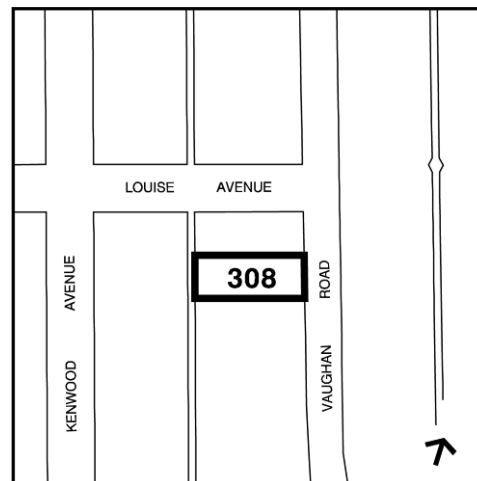
307. Certain Lands south of St. Clair Avenue West between Runnymede and Scarlett Road

Retail and service uses are permitted.



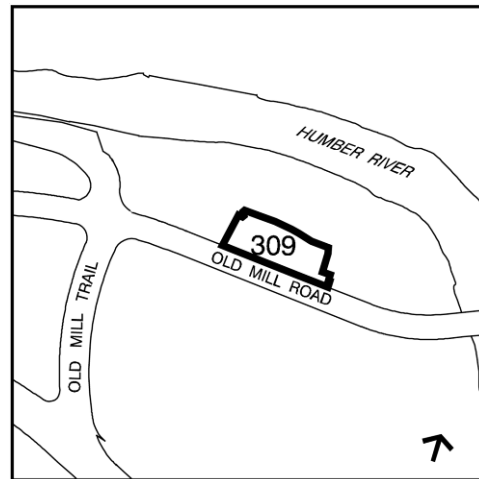
308. 114 Vaughan Road

Conversion to condominium of an existing apartment building containing 32 residential units as of March 13, 2008, is permitted, provided the condominium is registered within 5 years of draft approval.



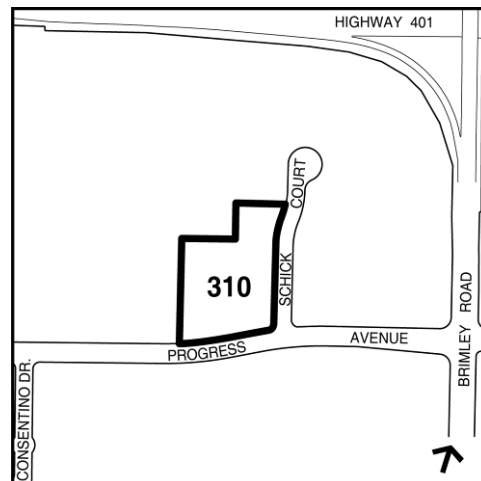
309. North of Old Mill Road, West and South of Humber River

- a) Development is permitted within 10 metres of the top-of-bank of the valley and ravine.
- b) Lands below the top-of-bank may be used to calculate permissible density in the zoning by-law.



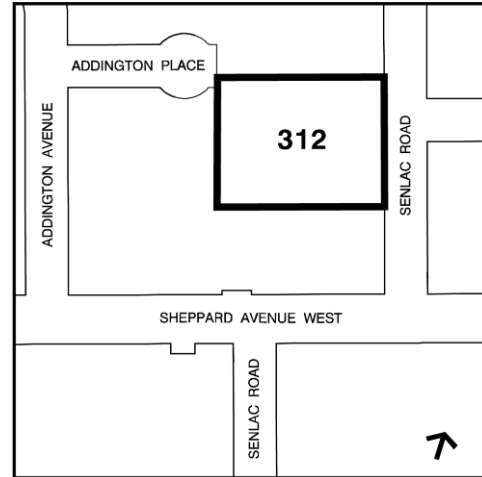
310. Lands at the northwest corner of Progress Avenue and Schick Court

The conveyance of the land to create a public park on the east side of Schick Court in accordance with the development of the lands subject to the Site and Area Specific Policy No. 2 within the Scarborough Centre Secondary Plan satisfies parkland contribution requirements for development of 40, 430 square metres of office and ancillary uses.



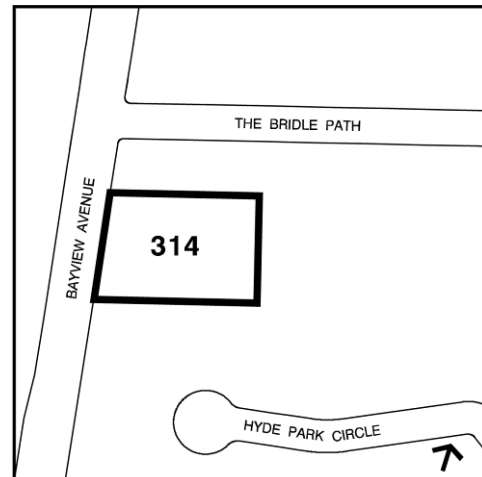
312. 10 Senlac Road

- a) The lands are only to be used as a Retirement Home to a maximum of 3 storeys and 11 metres in height, and a maximum density of 1.25 FSI.
- b) Vehicular access and loading for both 10 Senlac Road and 258, 260 and 264 Sheppard Avenue West will be from the existing Senlac Road access.



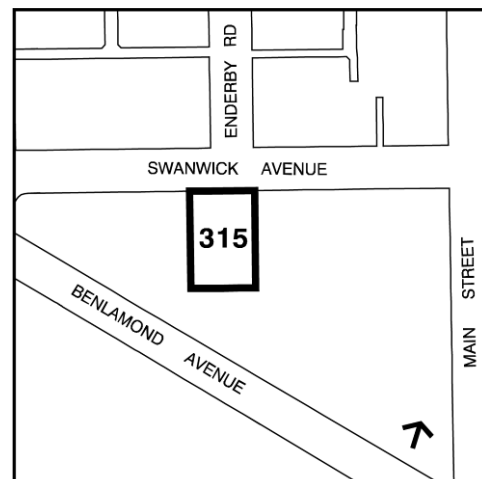
314. 2425 and 2427 Bayview Avenue

A maximum of twenty townhouses with a maximum building height of three storeys are permitted.



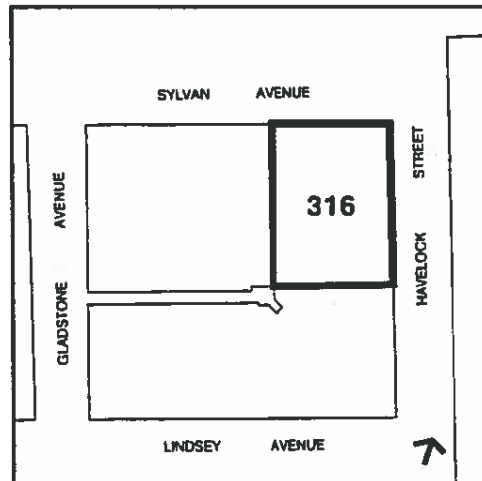
315. 21 Swanwick Avenue

A building containing a total of 10 dwelling units is permitted.



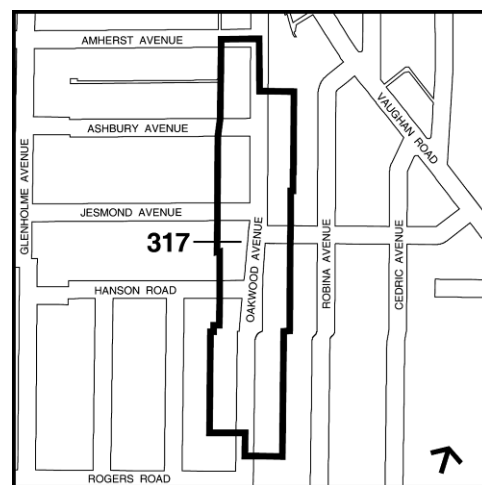
316. 44-66 Havelock Street and 1-11 Sylvan Avenue

- a) A maximum of 42 residential units are permitted on the lands, provided they are located within one 2.5-storey building located at 44 Havelock Street and within one 3-storey U-shaped building.
- b) Ten affordable rental housing replacement units are required to be provided at 767 Dovercourt Road.



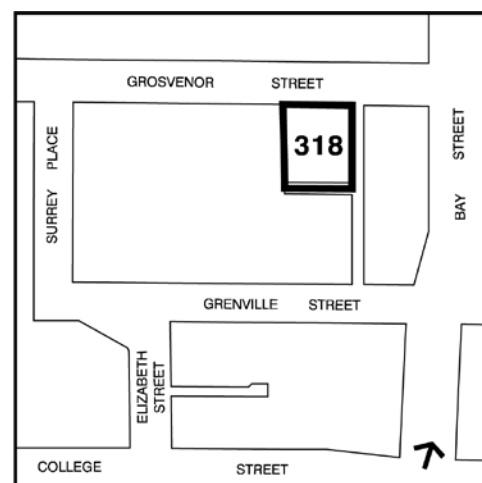
317. Oakwood Avenue Arts District

The lands are designated as a *Neighbourhood*, within which a clustering of uses related to the production, display and sale of art and crafts is permitted such as art schools, art centres, art supply stores, commercial galleries, public art galleries, theatre performance venues, low-impact artist studios and artist live-work units. The lands are not intended as a retail commercial strip.



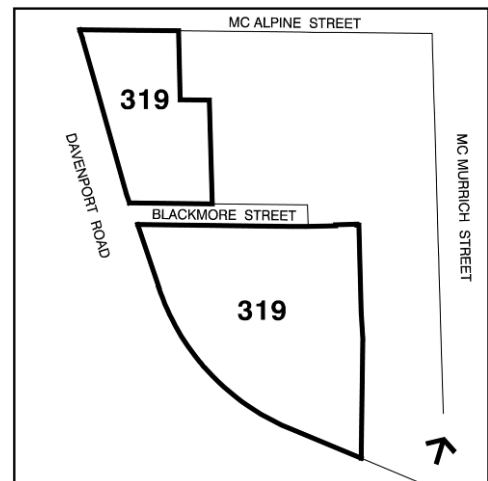
318. 51 Grosvenor Street

- a) Only those uses as provided in *Institutional Areas* are permitted.
- b) Despite Policy 3.2.1.6 of the Official Plan, provided a public hospital is built on the site, replacement of rental dwelling units is not required.



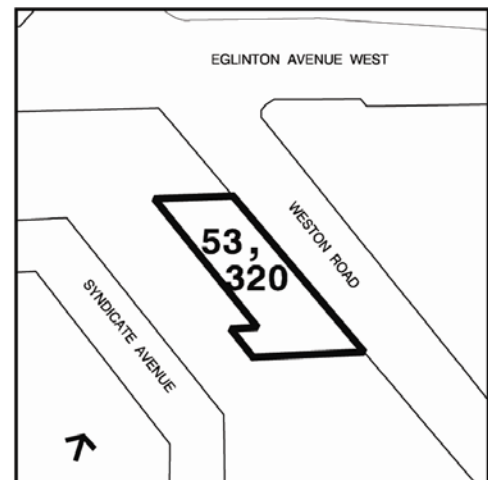
319. 76 and 100 Davenport Road

Development on the site which conforms to and does not exceed the zoning permissions as approved by the Ontario Municipal Board pursuant to Decision/Order No. 1629 issued on June 5, 2006 and pursuant to Board Order issued March 27, 2008 and revised by a further Board Order issued November 18th, 2008 in Board File No. PL050331 will be subject to a 5% cash-in-lieu of parkland dedication payment for residential and 2% for all other uses.



320. 1120 – 1132 Weston Road

- a) Retail, office and design centre uses are permitted.
- b) A surface parking lot containing 8 parking spaces is permitted in conjunction with the appliance store located at 1111 Weston Road.



321. 163 Maplehurst Avenue

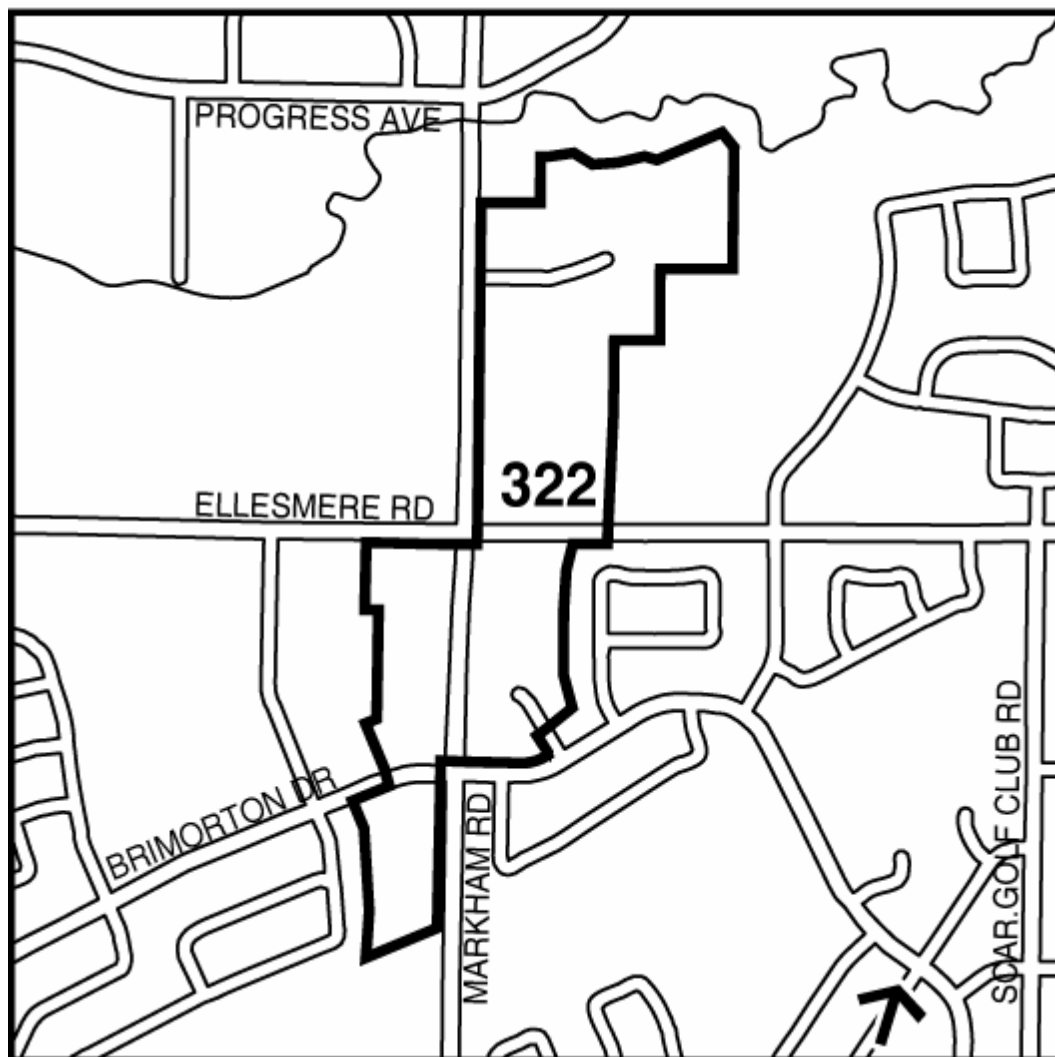
Vehicular access, site circulation, parking, loading, servicing, an underground structure and site amenity features are permitted when in conjunction with redevelopment of the abutting lands subject to Site Specific Policy Area 12.28 in the North York Centre Secondary Plan and Site and Area Specific Policy Area 4 in the Sheppard Avenue Commercial Area Secondary Plan. In considering approval of site plans necessary to implement development on the lands, the City may require additional buffering measures that include, but are not limited to, fencing, buffer planting and yard requirements.



322. Markham-Ellesmere Revitalization Area

The Markham-Ellesmere Revitalization Area includes sites fronting on, or in close proximity to, Markham Road between Progress Avenue and the Hydro Corridor south of Brimorton Drive which are designated Mixed Use Areas or Apartment Neighbourhoods and have the potential for redevelopment or intensification. The Revitalization Area is comprised of existing commercial, institutional, and higher density residential uses, surrounded by established residential neighbourhoods and employment areas.

The Revitalization Area will benefit from renewed private and public investment. This site and area specific policy establishes the planning framework to guide the revitalization of the area, and the consideration of individual redevelopment proposals. The intent of this site and area specific policy is to support private and public investment in the renewal of the area.



New Road Connections

New public road connections will be established east of Markham Road to increase choices for safe access to the arterial road network and within the Revitalization Area for pedestrians, bicycles and vehicles. Location and spacing of street connections will be designed to ensure safe and effective functioning of existing and future intersections.

Planted Medians

Planted medians will be established on Markham Road and Ellesmere Road to improve the streetscape, and to ensure safe and efficient vehicular and pedestrian movement.

Public Square

The establishment of a publicly accessible square, designed to be a focal point of the Revitalization Area and visible and easily accessible from the arterial streets, will be pursued as a priority.

Commercial Uses

Restaurants, a food store and other retail uses are particularly encouraged on the lands designated Mixed Use Areas southeast of Markham Road and Ellesmere Road.

Apartment Building Renewal

The existing rental apartment buildings in the Revitalization Area present opportunities for renewal through retrofitting to improve energy efficiency and other improvements including enhanced landscaping and tenant amenities. The owners of the rental apartment buildings will be encouraged to invest in upgrades to their buildings and properties.

Parks and Open Space Initiatives

Pedestrian connections to, and within, local parks and open spaces will be improved. Improvements to the parks and recreation facilities serving the Revitalization Area, particularly Woburn Park and the Scarborough Centennial Recreation Centre in Confederation Park, are a priority.

Better community use of the indoor and outdoor facilities at Woburn Junior Public School and Woburn Collegiate Institute will be promoted. Tree plantings along the western and northern boundaries of the high school grounds will be encouraged.

Community Services & Facilities

The provision of additional or enhanced community services and facilities is a priority within the Revitalization Area. The provision of, or contributions towards, community services and facilities will be pursued as a priority when determining appropriate contributions pursuant to Section 37 of the *Planning Act*. It is a priority to achieve this objective through the establishment or enhancement of facilities at locations in or convenient to the Revitalization Area.

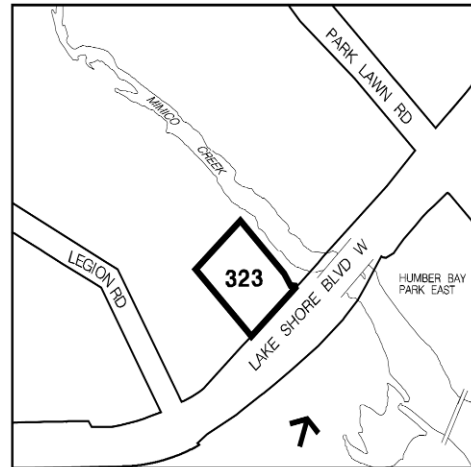
Urban Design Guidelines

Urban Design Guidelines will be adopted by Council to provide detailed guidance on the design and organization of the built environment in the Revitalization Area. They will include specific recommendations on building massing and

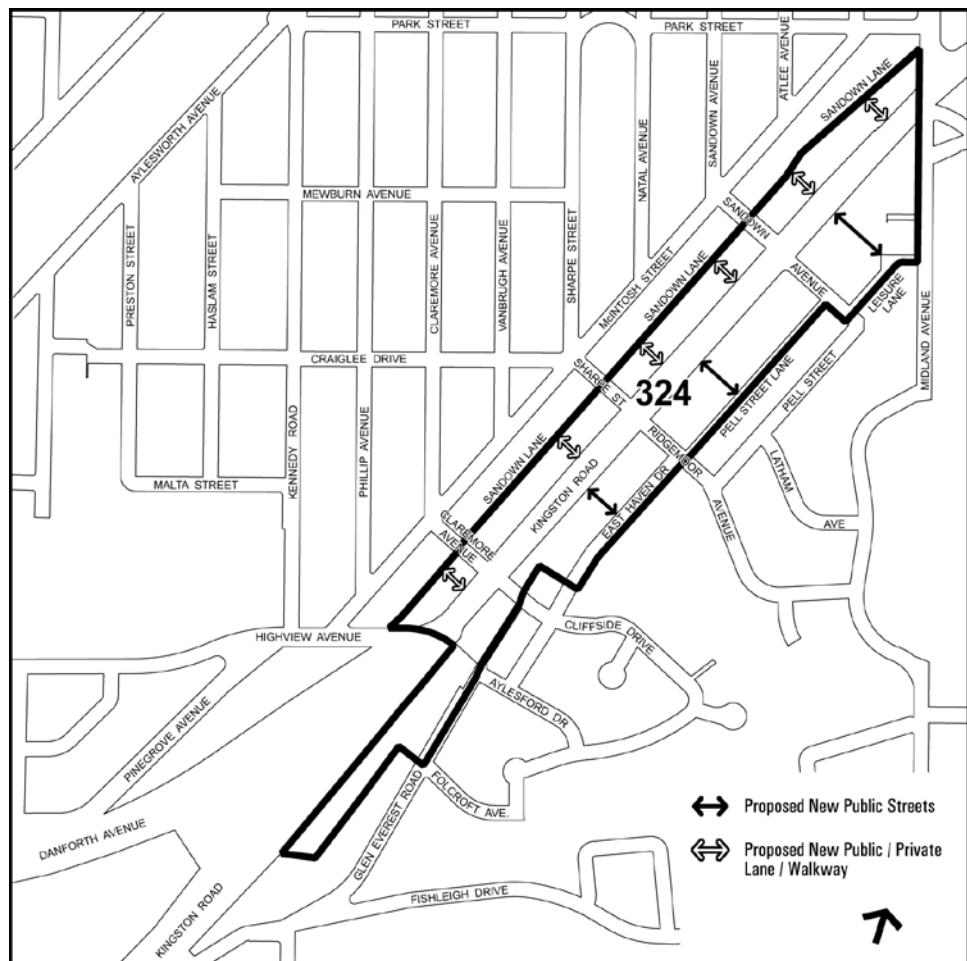
design, and public realm improvements. Consideration will be given to these guidelines during the preparation and review of development applications within this site and area specific policy area.

323. 2230 Lake Shore Boulevard West

Development is permitted within 10 metres of the top-of-bank of the valley.



324. Kingston Road (Cliffside Community) Avenue Study

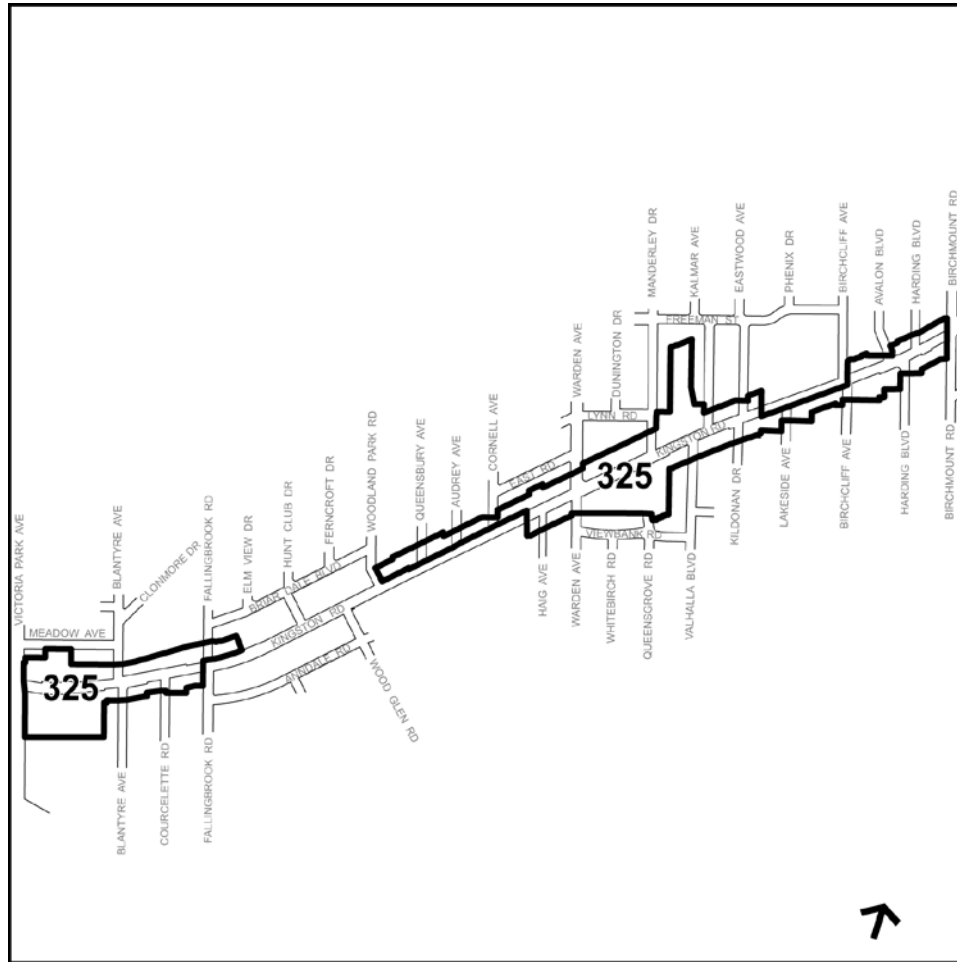


To facilitate the orderly redevelopment of Kingston Road in select locations, new public streets, new public/private lanes and lane widenings will be required to be dedicated from property owners upon the redevelopment of the lands as follows:

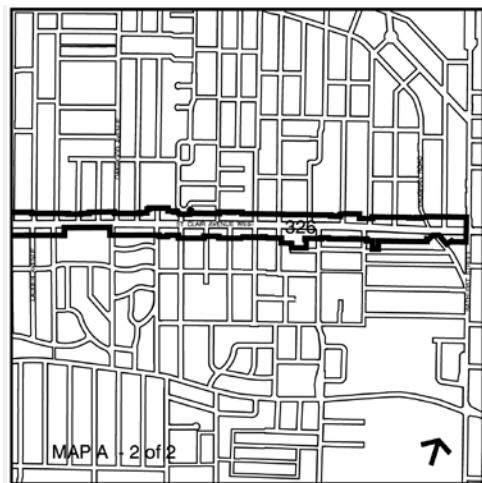
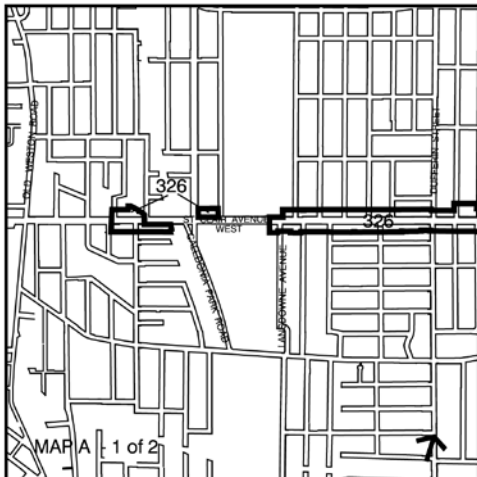
- a) North side of Kingston Road between Highview Avenue and Midland Avenue:
 - i) create where appropriate new public/private lanes/walkways in locations generally shown on the map accompanying this policy, with lands required for new public lanes/walkways to be dedicated to the City by the landowner(s), and
 - ii) Sandown Lane between Highview Avenue and Midland Avenue will be widened to a minimum width of 6 metres, with such a widening required from the landowner(s) on the south side of Sandown Lane.
- b) South side of Kingston Road between the lands known municipally in the year 2009 as 2235 Kingston Road and Midland Avenue:
 - i) new public streets will be created in locations generally shown on the map accompanying this policy having a minimum right-of-way width of 18.5 metres, with lands required for these streets to be dedicated to the City by the landowner(s),
 - ii) Pell Street Lane between Ridgemoor Avenue and Sandown Avenue will be widened to a minimum of 13.3 metres and be dedicated as a public street, with such a widening required from the landowner(s) on the north side of Pell Street Lane, and
 - iii) Leisure Lane between Sandown Avenue and Midland Avenue will be widened to a minimum of 14.8 metres to accommodate traffic in both directions and be dedicated as a public street, with such a widening required from the landowner(s) on the north side of Leisure Lane.
- c) Council may pass a zoning by-law that requires a portion of the lands fronting on both sides of Kingston Road (identified on the map accompanying this policy) to be used for hard landscaping material only. This area will not be used for outdoor patio space:
 - i) property owners will be encouraged to provide an easement in favour of the City for that portion of their lands required to provide hard landscaping.

325. Lands along Kingston Road in the Birch Cliff Community

- a) Publicly owned and municipally operated parking lots, provided by the Toronto Parking Authority will be encouraged in the area.
- b) Council may pass a zoning by-law that requires a portion of the lands fronting on both sides of Kingston Road (shown on the map accompanying this policy) to be used for hard landscaping only. This area will not be used for outdoor patio space.
 - i) property owners will be encouraged to provide an easement in favour of the City for that portion of their lands required to provide hard landscaping.



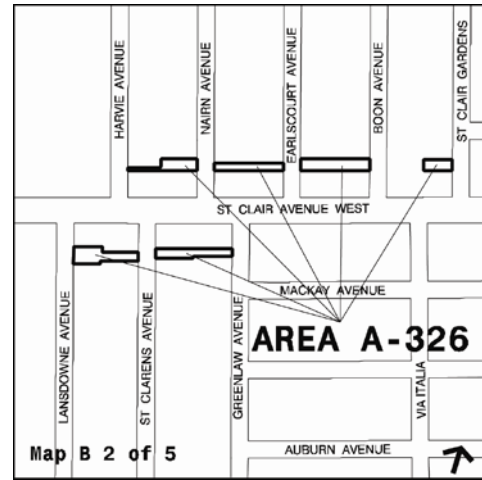
326. Certain lands to the north and south of and fronting on St. Clair Avenue West between Old Weston Road and Bathurst Street as identified on Map A



- a) All development along St. Clair Avenue West between Old Weston Road and Bathurst Street will conform with the overall vision for change as identified through the St. Clair Avenue Study. This vision encourages

an intensified, transit-oriented urban environment which promotes a vibrant pedestrian realm and experience. This goal will be achieved through the implementation of:

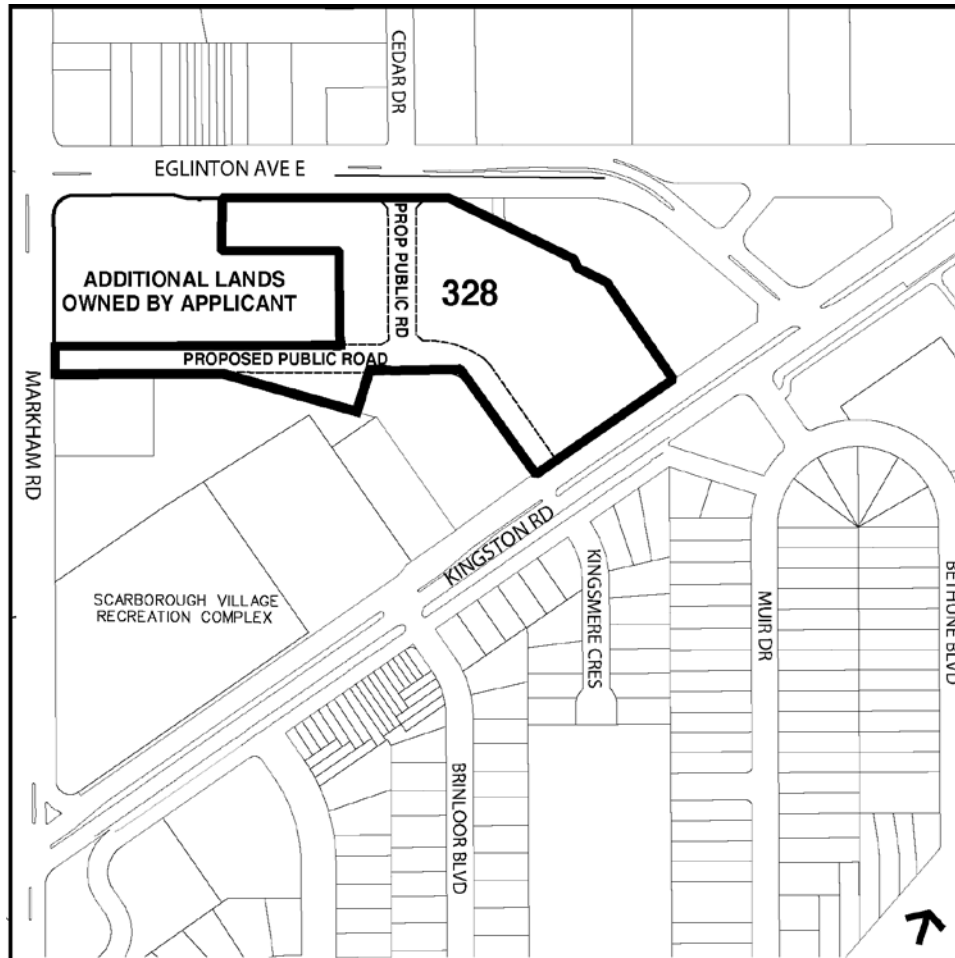
- i) an area specific zoning by-law and Urban Design Guidelines.
- b) Those lands identified on Map B as “Area A” generally contain only a single detached dwelling or a pair of attached semi-detached dwellings which, when cleared of structures, facilitate through mitigation by the introduction of open space and distance, mid-rise buildings with heights between 7 storeys (24 metres) and 9 storeys (30 metres) on lands designated *Mixed Use Areas* and identified on Map A.
- c) The intent and purpose of “Area A” lands are to prevent the destabilization of lands designated *Neighbourhoods* and their character from encroachment by mixed use developments by:
 - i) securing a minimum standard of open space, distance and sky view from nearby lands designated *Neighbourhoods* and 7 to 9 storey (24 to 30 metres) developments on the lands identified on Map A;
 - ii) significantly minimizing shadow impacts of development on nearby lands designated *Neighbourhoods*;
 - iii) providing a visible, soft-landscaped delineation between mixed use developments with frontage on St. Clair Avenue West and nearby lands designated *Neighbourhoods*;
 - iv) creating rear lanes where servicing, loading, and vehicle access will be located for all new developments with frontage on St. Clair Avenue West; and
 - v) where sufficient lands exist, providing additional temporary commercial parking to service those lands identified in Map A.
- d) “Area A” lands will only be used:
 - i) to create new, or widen existing public lanes adjacent to lands with frontage along St. Clair Avenue West or create private driveways where appropriate;
 - ii) to provide a soft-landscaped strip between those lands designated *Mixed Use Areas* fronting on St. Clair Avenue and nearby lands designated *Neighbourhoods*; and
 - iii) to permit a commercial parking in association with those lands designated as a *Mixed Use Area* where additional lands provide for this use.
- e) Lands located in “Area A” that have not been conveyed or leased to the City or its agencies:
 - i) will not be severed from ownership of the lands with frontage on St. Clair Avenue West designated as a *Mixed Use Area* and where such lands are developed as a condominium, the lands identified in Area A will form part of the common elements of such condominium corporation; and
 - ii) will be maintained by the owner of the adjacent lands with frontage on St. Clair Avenue West.



- f) No changes will be made through rezoning, minor variance or consent or other public action that are out of keeping with the vision for St. Clair Avenue West and the purpose and intent of the Enhancement Zone as described above.



328. 3201-3227 Eglinton Avenue East



Provision of Community Facilities

The provision of general purpose community space is the first priority community benefit on the subject lands. The expansion of community facilities is an important priority for this area to meet the needs of existing and future residents and ensure that a viable and healthy community is developed in this area in keeping with the community building objectives of the Official Plan.

New Road Connections

New public road connections will be established from Eglinton Avenue East at Cedar Drive running south then southeast and connecting with Kingston Road. A new connection will also be established running east from Markham Road connecting to the southerly extension of Cedar Drive to the east. The purpose of the public road network is to divide the larger site into smaller development blocks, provide access and addresses for new development, provide access to a new public park, and create adequate space for pedestrians, bicycles and landscaping as well as transit, vehicles, utilities and utility maintenance. Location and spacing of street connections will be designed to ensure safe and effective functioning of future intersections.

Urban Design Guidelines

Urban Design Guidelines will be adopted by Council to provide detailed guidance on the design and organization of the built environment in the new neighbourhood. They will include specific recommendations on building massing and design, public realm improvements, park location, public utilities, and pedestrian connections. Consideration will be given to these guidelines during the preparation and review of Site Plan approval applications for each phase of development.

329. 740 Eglinton Avenue West

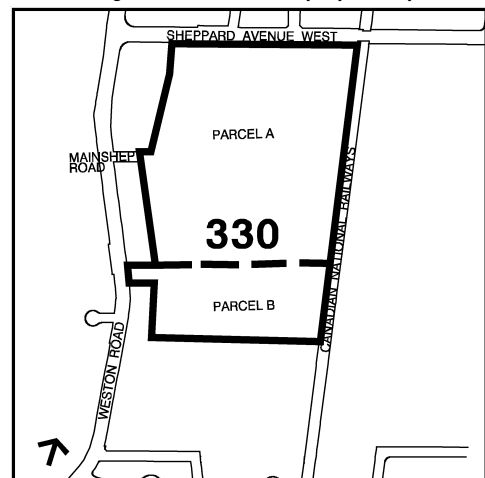
Conversion to condominium of an existing apartment building containing 58 residential units as of May 22, 2009, is permitted, provided the condominium is registered within 5 years of draft approval.



330. 2277, 2285 and 2295 Sheppard Avenue West, 100 Mainshep Road and 3035 Weston Road

A traditional and cohesive character will be developed for this new neighbourhood. The proposed parks and stormwater management area will be an organizing element for the interior lower intensity housing and development along Sheppard Avenue West will be constructed at higher residential densities and, where appropriate, provide for commercial uses at grade.

The organization and design of the residential townhouse/stacked townhouse development proposed along the east boundary of the lands is intended to serve as a noise mitigating element of the subdivision in response to and in recognition of the existing and possible future noise sources associated with the CP rail line along the east property line and employment uses to the east of the rail line. As such, the proposed townhouses/stacked townhouses will be consistent with the design parameters and specifications as set out in a noise study approved by the City.



Commercial uses will be provided at the northeast corner of the lands to provide commercial services for the new neighbourhood and for existing residents. The form and structure of the development will generally be as follows:

Structure

- a) The road network will be designed to integrate the development into the surrounding city fabric by providing connections to Sheppard Avenue West, Weston Road and Starview Lane as well as between development sites.
- b) Within Parcel A, a mix of building types will be provided, with detached, semi-detached and townhouse dwellings the prominent forms; stacked townhouse and/or low rise apartment buildings along the rail corridor; with higher density residential and mixed-use buildings along Sheppard Avenue West; and low rise commercial buildings in the northeast corner of the lands.
- c) Within Parcel B, a mix of building types will be provided, with primarily detached dwellings along the west boundary of the lands, adjacent to the residential development on the east side of Weston Road; semi-detached dwellings in the central portion of the parcel; and townhouses along the rail corridor.

Built Form Principles

- d) Design of the low scale residential dwellings will provide:
 - i) a variety of massing and architectural expression on the publicly exposed building elevations. This will be encouraged through the use of alternative façade treatments, massing, roofline variations, materials, and colours. The primary building material of the dwellings should be consistent on all elevations;
 - ii) publicly exposed elevations incorporating adequate massing, proportions and wall openings (i.e. windows, doors, porches, etc.) to avoid large, blank, flat façades;
 - iii) corner lot dwellings which address both street frontages in a consistent manner and incorporate ground level detailing (porches, windows, entries, etc.) reinforcing the pedestrian scale of the street; and
 - iv) a built form of development along the east boundary of the lands on Parcel A that is intended to serve as a noise barrier. The development will:
 - maintain a minimum separation distance to the east property line as provided for in the noise study and acceptable to CPR;
 - provide an appropriate outdoor amenity area located in the front yards of the building(s), with no outdoor amenity area provided in the rear yard(s); and
 - contain limited windows or openings in accordance with the recommendations of approved noise studies.
 - v) a built form of development along the east boundary of the lands on Parcel B that is intended to serve as a noise barrier. The development will:
 - maintain a minimum separation distance to the east property line as provided for in the noise study and acceptable to CPR;

- provide an appropriate outdoor amenity area in the rear yard(s) between the dwelling(s) and the garage structure(s); and
 - contain noise and vibration mitigation measures in accordance with the recommendations of approved noise and vibration studies.
- e) Within *Employment Areas*, small and medium scale retail stores and services that serve area residents and/or area businesses and workers are permitted.
- f) Within *Mixed Uses Areas* and *Employment Areas*:
- i) the height of the buildings will create a comfortable pedestrian environment;
 - ii) priority sites along the Sheppard Avenue West frontage will be developed to support a comfortable and attractive pedestrian environment mid-range densities in the form of mixed use buildings and a street edge which is transit supportive and provides for a comfortable micro climate to support pedestrian movement and amenity through grade related commercial uses;
 - iii) building façades will address both streets at corner locations. Buildings at the end of blocks will turn the corners by continuing the architectural features of the principal façades onto the perpendicular street. Blank façades will not be permitted;
 - iv) buildings with residential uses on the main level facing the street will be raised by two to three steps above the grade of the sidewalk in order to achieve a level of privacy for the interior of the residential units;
 - v) vehicle access points will not be permitted from Sheppard Avenue West. Vehicle access will be from local roads and preferably at the side of the buildings fronting onto Sheppard Avenue West;
 - vi) loading and service areas will not be permitted between the front of the building and the sidewalk and are to be screened from view of the public streets and sidewalks;
 - vii) surface parking lots will not be permitted within the front yard of a building. Where parking lots are visible from a public street, they will be adequately screened and landscaped to ensure an attractive streetscape. Parking lots in exterior side yards will not be permitted;
 - viii) buildings within the mixed use blocks, will be designed with frontages on both Sheppard Avenue West and the new street;
 - ix) commercial and/or live work units will be encouraged along Sheppard Avenue West;
 - x) the ground floor level of buildings, containing commercial uses, will be at grade level with doors and windows visually and physically connecting the shop interiors to the public street;
 - xi) buildings adjacent to Sheppard Avenue West will be sited to create continuous frontages close to the street and will contain windows fronting onto the street; and

- xii) residential buildings will have front entrances on the Sheppard Avenue West façade. No amenity areas, such as raised or sunken patios and rear yards, will be located adjacent to the public streets.
- g) Noise attenuation where appropriate will be achieved through the placement, location and massing of buildings.
- h) Within Parcel A, buildings along the east property line will be designed and massed to serve as a noise attenuation barrier for the residential uses to the west in accordance with approved noise studies.

Streetscape

- i) Connections to parks and open space along public streets will be provided.
- j) The existing streetscapes will be enhanced and a well landscaped environment will be maintained. Tree lined streets will be provided throughout the lands and a special character along Sheppard Avenue will be initiated. Within Parcel A, special landscaped streets which incorporate a double row of trees will be provided. Within Parcel A, the streets leading into the proposed subdivision will continue the special streetscaping at the gateway points into the subdivision.
- k) A high quality of street furnishings, such as lighting, bus shelters, trash containers etc. will be provided.
- l) Opportunities exist to create green walls at the Sheppard Avenue underpass under the rail corridor. The retaining walls should be planted in order to allow evergreen vines to cover the walls and create an all season planting environment and enhance the sidewalks through the underpass. The approaches to the underpass as well as the sidewalks need to be improved. Lighting will be designed so that the lighting zone at the bridges marks a special place.
- m) In order to define the area, streetscape material such as tree species, signage, lighting, street furniture will be co-ordinated and standardized; and
- n) Within Parcel A, gateways into the neighbourhood will be characterized by treed and landscaped boulevards.

Affordable Housing

- o) Despite Policy 3.2.1.9 respecting Parcel A and Parcel B, 25 per cent of the dwelling units that are apartment units or stacked townhouse units within Parcel A will be affordable housing, either *Affordable Ownership Housing* or *Affordable Rental Housing* as follows:
 - i) *Affordable Ownership Housing* is housing which is priced at or below an amount where the total monthly shelter cost in the year in which initial sales for the units commence (mortgage principle and interest - based on a 25-year amortization, 10 per cent down payment and the chartered bank administered mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada in January of the year that initial sales commence - plus property taxes calculated on a monthly basis) equals the average City of Toronto rent, by unit type, as most recently reported by the Canada Mortgage and Housing Corporation. Affordable ownership price includes GST and any other mandatory costs associated with purchasing the unit; and

- ii) *Affordable Rental Housing* means rental housing that is not condominium registered, life lease or other ownership forms, and has affordable rents where the total monthly shelter cost (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below one times the average City of Toronto rent by unit type (number of bedrooms) as most recently reported by Canada Mortgage and Housing Corporation prior to the occupancy of the rental unit.

Implementation:

- q) The submission of acceptable Noise and Vibration Impact studies will be required prior to the final approval of the Plan of Subdivision.
- r) Within Parcel A, the submission of Urban Design Guidelines for the *Employment Area*, the *Mixed Use Area* and for stacked townhouses / apartment buildings along the east property boundary of the *Neighbourhood* is required prior to registration of the plan of subdivision. The guidelines will illustrate and describe urban design concepts for Sheppard Avenue West and will provide a context for development in keeping with the objectives and policies of this plan and will assist in the evaluation of applications for site plan; and
- s) Within Parcel A, the submission of an acceptable management and security plan is required of the residential development adjacent to the rail corridor prior to the approval of the plan of subdivision.

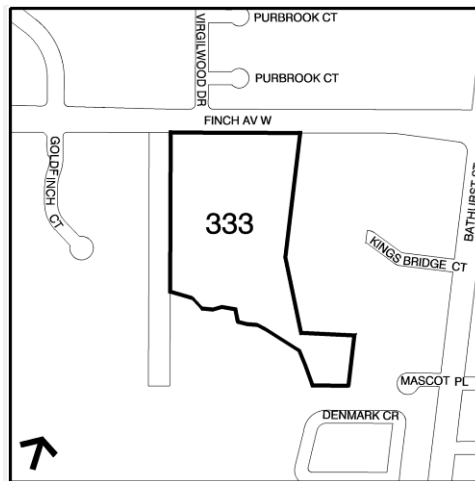
331. 34-38 Hazelton Avenue

A residential building with a maximum of 7 storeys is permitted.



333. 555 Finch Avenue West

- a) Residential uses that are independent of a health institution are permitted.
- b) Despite Policy 3.2.1.9, a maximum of 110 affordable housing units will be secured as a first priority community benefit under Section 37 of the *Planning Act* as follows:
 - i) of the first 600 apartment dwelling units constructed, 90 affordable housing units will be provided; and
 - ii) following construction of the first 600 independent living units on the lands, the owner will provide affordable housing units at a minimum rate of 20 per cent of the number of apartment dwelling units constructed above and beyond the initial 600 units, to a maximum of 20 additional affordable housing units.



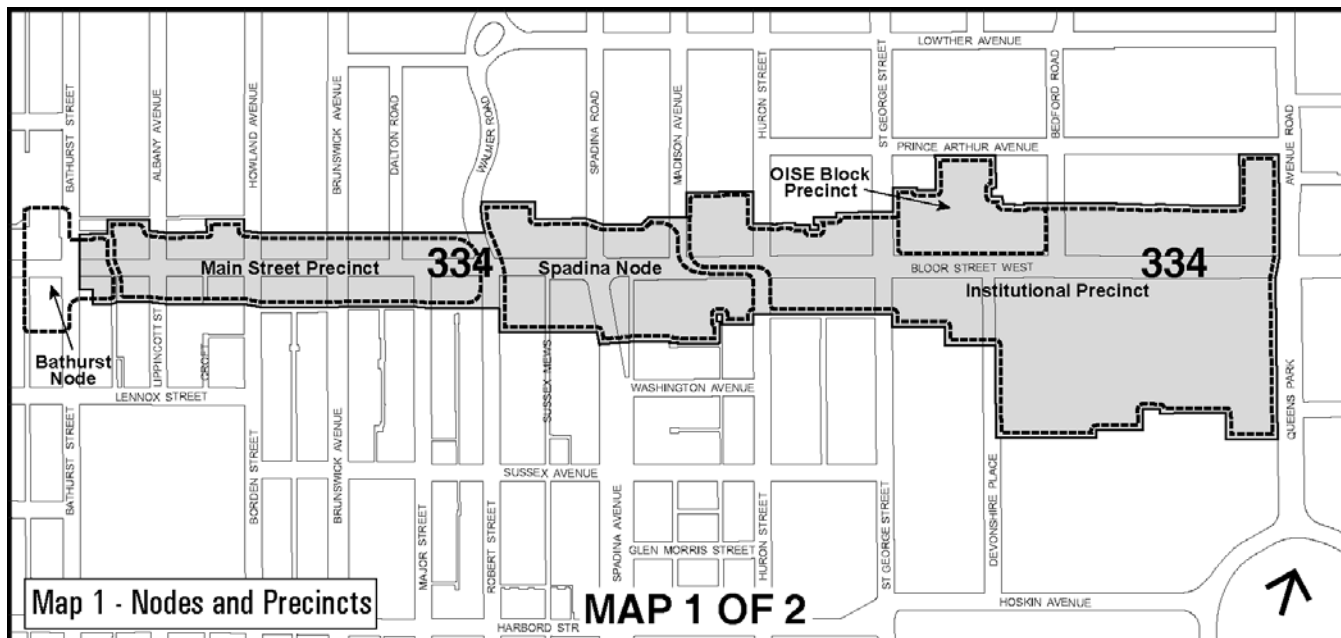
334. Bloor Street West, between Avenue Road and Bathurst Street

- a) Diversity of Land Use, Housing Types & Tenures

Bloor Street West, between Avenue Road and Bathurst Street, referred to as the “Bloor Corridor” for the purpose of this Site and Area Specific Policy, is composed of a variety of land uses including residential, commercial, retail, institutional, cultural, parks and open spaces which contribute to the vibrancy and stability of the neighbourhood. To support the continued diversity of the Bloor Corridor population, a range of housing types and tenures will be encouraged. New residential development in the Bloor Corridor will be encouraged to include a mix of unit sizes to provide housing opportunities for a range of households, including those with children.

- b) Heritage

Development will respect, conserve and reinforce heritage buildings and features throughout the Bloor Corridor. New buildings will provide appropriate transition through setbacks, stepbacks and stepping down of height in order to protect adjacent heritage elements, significant views and the distinctive characteristics of Heritage Conservation Districts.



c) Built Form

Throughout the Bloor Corridor, development will:

- generally provide for a transition in height, density and scale from higher building forms in the east to a low-rise, main street character in the west, with nodes of development concentrated at key intersections adjacent to transit hubs;
- provide appropriate transition in height, density and scale to *Neighbourhoods* and *Apartment Neighbourhoods* adjacent to the Bloor Corridor; and
- respect, protect and enhance significant views of key civic and/or historic buildings.

The Bloor Corridor includes various nodes and precincts of distinct identity, as depicted in Map 1 (Map 1 of 2 to this Site and Area Specific Policy), each of which has unique functions, scale and heights in a diversity of building forms. New development will respond to this function and character with built form that is appropriate to the district in which it is located, as described in the following sections.

i) Institutional Precinct

The Institutional Precinct, between Madison Avenue and Avenue Road, includes a significant institutional presence on both the north and south sides, mixed among other uses. Development in the Institutional Precinct will:

- contribute towards the creation of a consistent street wall with active at-grade uses;
- fill gaps in the streetscape;
- provide visual cohesion through the use of massing and architectural elements including ground floor heights, podium heights, cornice lines and materials;
- contribute to a cohesive and pedestrian-oriented public realm; and
- respond to key views and locations, avoiding encroachment into the viewshed of significant buildings. In particular, no building will interrupt or rise above the silhouette

of the Ontario Legislature building at Queen's Park, when viewed from University Avenue, subject to a view corridor analysis completed to the satisfaction of the City.

Development on the north side of Bloor Street will be built to the front property line. Development on the south side of Bloor Street will be generously set back from the right-of-way, consistent with applicable zoning, to align with existing buildings.

ii) OISE Block

The OISE Block, bounded by Bloor Street, St. George Street, Prince Arthur Avenue and Bedford Road, is located immediately above the intersection of two subway lines and comprises institutional, office, residential, retail, transit and open space uses. Intensification can be accommodated in this area, and development should consider the block as a whole. Owners of sites located within the OISE Block are encouraged to collaborate in the creation of block or area development plans to allow transitions to be considered most meaningfully.

Proponents of development within the OISE Block will prepare a study that considers adjacent lands and that, if necessary, can be phased in over time. Generally, such a study will address:

- the integration of TTC lands within new development, giving visual prominence to subway entrances on Bloor Street;
- maximizing the built street wall on Bloor Street for new buildings while maintaining and enhancing open space within the block;
- the creation of mid-block pedestrian connections north-south and east-west through the block; and
- the establishment of a comprehensive laneway system to provide vehicular service and transit access.

Bloor-Bedford Open Space

The Bloor-Bedford open space will be improved and maintained in the short term to enhance pedestrian safety and usability. New development that involves the relocation of the open space within the block will provide the same or a greater amount of publicly accessible open space as is existing. The design of the new open space will provide high visibility and accessibility, seek to integrate a new, landmark-quality TTC entrance and create a gateway feature to the adjacent *Neighbourhoods*.

University of Toronto and TTC Sites

Development at 246-252 Bloor Street West and the TTC St. George Station – Bedford Entrance/Bus Loop will provide a transition in height from existing heights on Prince Arthur Avenue towards a peak on or near Bloor Street which does not exceed the height of the building at 1 Bedford Road. Development will seek to integrate access to TTC services within new buildings, and will seek to include highly transparent, active uses at grade.

York Club Site

Development on the York Club lands at 135 St. George Street will maintain and enhance the historic building and will not diminish or detract from its physical prominence. Accordingly, new

buildings will step down in height from the University of Toronto lands to the east, and will be designed to frame views toward the heritage structure.

iii) Spadina Node

Development in the Spadina Node, at the intersection of two major streets and a multi-modal transportation hub, will distinguish the Institutional Precinct to the east from the Main Street Precinct to the west. New buildings along the Bloor Street frontage will reflect the fine-grained retail character of the Main Street Precinct in the design of podium elements. New development should seek to integrate TTC lands and give prominence to subway entrances. The height peak of the Spadina Node will be focused at the corners of the intersection, with other buildings providing a downward transition in height from this peak.

Development in the Spadina Node will respect and contribute to the neighbourhood-focused qualities and characteristics of Spadina Road, north of Bloor Street.

The offset between Spadina Avenue and Spadina Road provides an important civic opportunity to create a dramatic view terminus on the northeast corner of Bloor Street and Spadina Road through landmark architecture and design. Any building at the northeast corner of the Bloor/Spadina intersection will adequately limit shadow impact on Ecology Park, in part by directing taller building elements toward the intersection and lower building heights toward Madison Avenue. No blank walls should face toward Ecology Park nor any adjacent Heritage Conservation District. New development will seek to provide a mid-block pedestrian linkage between Ecology Park and Spadina Road.

Matt Cohen Park will be maintained and enhanced as a neighbourhood focal point. Development in the Spadina Node will seek to create a corridor linking Ecology Park and Matt Cohen Park to provide visual connection between the two open spaces.

Development within the Bloor Corridor will be subject to a view corridor analysis completed to the satisfaction of the City, to preserve and enhance views of the Connaught Laboratories spire at 1 Spadina Crescent.

iv) Main Street Precinct

Development in the Main Street Precinct will respect and reinforce the existing character of:

- a series of attached, low-rise buildings with narrow frontages at the street edge;
- a fine grain of retail at grade serving the surrounding neighbourhoods; and
- office and residential uses in units above grade.

Between Lippincott Street and Walmer Road the prevailing height permissions allowing up to 5 storeys should generally be maintained. Should the opportunity arise, up to 7 storeys in height may be considered:

- on lands, between Lippincott and Borden Streets, where the development will facilitate the dedication of adjacent land for the creation of a new public open space south of the public laneway and significant improvements to the public realm; and

- on lands at the northwest corner of Bloor Street West and Walmer Road, where the development will facilitate the dedication of adjacent land for the creation of a public plaza at the intersection.

New development will preserve and enhance sightlines to the tower of Trinity-St. Paul's Church at the southwest corner of Bloor and Robert Streets through the use of building setbacks and/or widened sidewalks.

v) Bathurst Node

Development which significantly exceeds existing height and density permissions within the Bathurst Node, both east and west of Bathurst Street, will only proceed following submission of a planning rationale report, which addresses the issues outlined in Policy 2.2.3 (3b) of the Official Plan, to the satisfaction of the City.

Development in the Bathurst Node, located at the intersection of an arterial street and at a multi-modal transit hub, may be appropriate for higher densities than the Main Street Area and corresponding higher-quality public realm amenities. Development will provide appropriate transition in height, density and scale *to Neighbourhoods* adjacent to the Bloor Corridor. In order to reinforce the continuous main street character of Bloor Street, taller buildings should incorporate a podium element respecting existing cornice lines, with a fine grain of commercial and retail uses at grade.

d) Culture

The Bloor Corridor is home to a range of cultural institutions and activities of both local and regional significance including the Royal Ontario Museum, Royal Conservatory of Music, the Bata Shoe Museum, the Al Green Theatre, Trinity St. Paul's Church and the Bloor Cinema. Existing and new uses that support and expand the vitality of cultural activity in the Bloor Corridor will be encouraged.

e) Public Realm

Streetscape improvements that promote a healthy and vibrant pedestrian environment will be encouraged in the public rights-of-way and adjacent privately-owned lands. At the time of any future reconstruction of Bloor Street West between Avenue Road and Bathurst Street, consideration will be given to initiatives including, but not limited to:

- i) the redesign of the street cross-section, including examining the possibility of lane reductions to allow for widened sidewalks and additional street tree planting;
- ii) accommodation of cyclists; and
- iii) the provision of integrated lay-bys for drop-offs and delivery, as necessary.

The network of parks and open spaces will be expanded and improved. A series of "green fingers" extending from Bloor Street along its north-south connecting streets will be provided as opportunities arise to provide parks, plazas, forecourts, additional street tree plantings, hard and soft landscaping, and

seating areas throughout the Bloor Corridor. A continuous pedestrian circuit will be implemented with wayfinding elements such as public art, signage and/or a unified landscaping treatment. Existing and potential parks, open spaces and “greening” opportunities are identified on Map 2 (Map 2 of 2 to this Site and Area Specific Policy).

The creation of a new public open space on City-owned lands south of Bloor Street between Borden and Lippincott Streets, as shown on Map 2, may be considered through new development on adjacent properties and the relocation of the existing parking spaces underground.

f) Sustainability

Development in the Bloor Corridor will exhibit leadership in environmentally sustainable planning and design within an urbanized setting. Advanced performance measures toward environmental sustainability will be encouraged for all new development.

g) Active Transportation

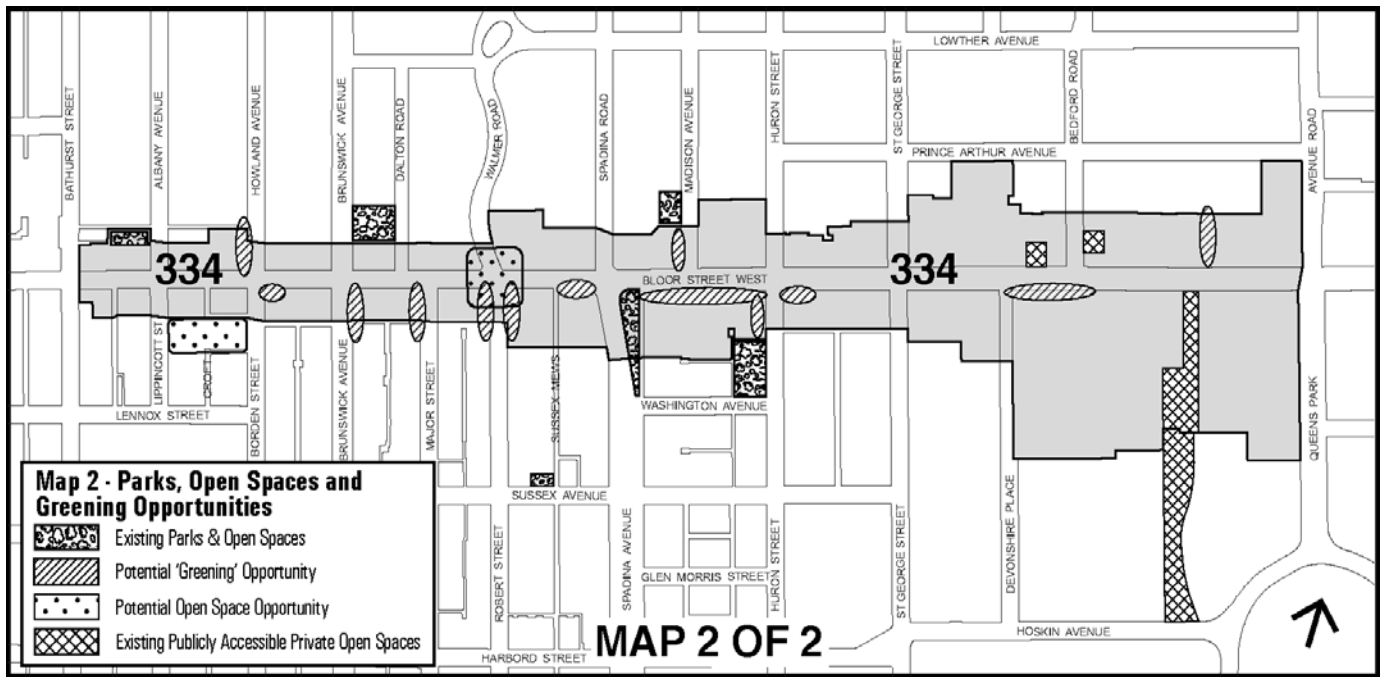
The design of rights-of-way in the Bloor Corridor will recognize and enhance the primacy of pedestrian safety and movement, and will reinforce and support transit use and cycling. Opportunities to provide widened sidewalks, consolidated bicycle parking areas and enhanced pedestrian access to subway stations within the Bloor Corridor will be pursued. Cycling infrastructure will be considered in the Bloor Corridor in the context of a City-wide study as directed by Council.

h) Bloor Corridor Urban Design Guidelines

In order to assist in meeting the objectives of this Plan and area specific policies, Council may adopt urban design guidelines to provide direction for reviewing development applications in this area. These guidelines, as may be amended from time to time, will be read in conjunction with the urban design policies in the Official Plan and the prevailing guidelines for the University of Toronto Secondary Plan.

i) University of Toronto Lands

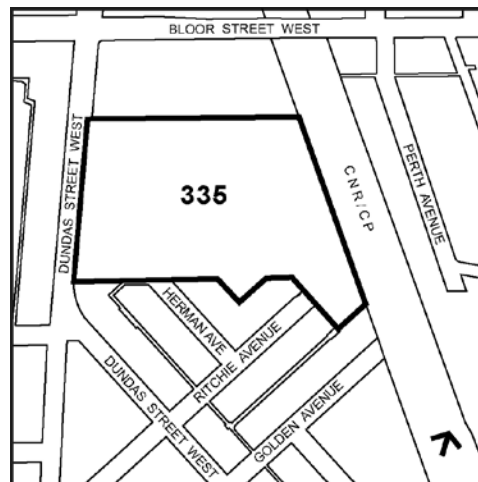
These policies will be considered in conjunction with the prevailing University of Toronto Secondary Plan.



335. 2238 to 2290 Dundas Street West (inclusive) and 105 Ritchie Avenue

Development will create a vibrant, sustainable mixed use neighbourhood providing a variety of employment and housing opportunities. New streets will integrate the lands with the surrounding urban fabric and emphasize pedestrian mobility, while a central public park will be the focal point for the neighbourhood. Built form and uses will be compatible with the surrounding context, recognizing that each frontage requires a different response.

To address the above, the form and structure of the development and its relationship to the local context will be generally as follows:



a) Public Realm

Streets: development will provide a new public street network that divides the lands into smaller blocks, providing a framework for organizing uses and providing connections to Dundas Street West and the adjacent neighbourhood. Layout of new local streets and the arrangement of uses will address safe pedestrian and vehicular access and circulation with particular regard for minimizing transportation impacts on the neighbourhood to the south.

Parkland: a park block that satisfies the City's parkland dedication requirements will be provided in a central location with frontage on new public streets. The arrangement of residential, community uses and neighbourhood retail will support the park as a focal point for the neighbourhood and the larger community.

Pedestrian Infrastructure: as part of the design of the public rights-of-way, new sidewalks will promote pedestrian mobility within the larger community including connections to the adjacent school playing field, Dundas Street West and transit. Building setbacks along Dundas Street West will provide a 4.8 metre wide public sidewalk.

Other: publicly accessible private courtyards and walkway connections may be provided as part of residential developments to complement the public realm.

b) Built Form and Uses

Built form will generally be of a mid-rise character with a transition in height, density and scale to lower scale residential buildings on the southern portion of the lands adjacent to the exiting neighbourhood. A mix of uses will be provided. Non-residential uses will be concentrated on the Dundas Street West frontage while residential uses with limited small-scale retail, office and community uses will be located on the northern and eastern portions of the lands. Residential uses only will be located on the southern portion of the lands.

The development pattern will be generally as follows:

- i) mid-rise, mixed use buildings on the Dundas Street West frontage will have a non-residential focus with a variety of uses such as retail, office, commercial and large scale retail that strengthen the main street character of Dundas Street West;
- ii) residential buildings will vary in height and massing, with lower scale residential house form buildings on the southern portion of the lands compatible with the adjacent neighbourhood, and mid-rise residential

buildings located on the northern and eastern portions of the lands with limited small-scale neighbourhood retail and community uses on the ground floor;

- iii) buildings with residential uses will provide a mix of housing types suitable for families, seniors and singles, and where appropriate, grade-related units with front doors facing the street;
- iv) community uses such as a day-care and multi-purpose spaces will be centrally located to serve the community, and can be integrated on the ground floor of mixed use buildings; and
- v) built form, building footprint and arrangement of uses will support the establishment of a high quality pedestrian environment, recognizing the primacy of pedestrian movement and safety.

c) Sustainability

Development on the lands will exhibit leadership in environmentally sustainable planning and design within an urbanized setting. Compliance with the Toronto Green Standard, and/or any successive performance standard for new development, is required. Advanced performance measures toward environmental sustainability will be encouraged for all new development. Green roofs will also be encouraged and may be required under the Green Roof by-law.

d) Urban Design Guidelines

To assist in meeting the objectives of this Site and Area Specific Policy, the Urban Design Guidelines from the Bloor-Dundas 'Avenue' Study will be used to provide direction for reviewing development applications on the lands. These guidelines will be read in conjunction with the urban design policies in the Official Plan and supporting design guidelines.

e) Implementation

This Site and Area Specific Policy applies to the lands identified on the map or portions thereof, which may be redeveloped independently.

Through the submission of rezoning, plan of subdivision and site plan approval applications development will demonstrate how the policies in this Site and Area Specific Policy are addressed and provide the required street right-of-way and parkland conveyances.

337. 20 and 22 Marina Avenue

- a) A private commercial parking lot is permitted on the rear portion of the site (Part 2), to be used in conjunction with the retail uses on the south side of Lake Shore Boulevard West, between Long Branch Avenue and Thirty Third Street.
- b) Two, three-storey multi-unit residential buildings are permitted on the front portion of the site (Part 1), abutting Marina Avenue.



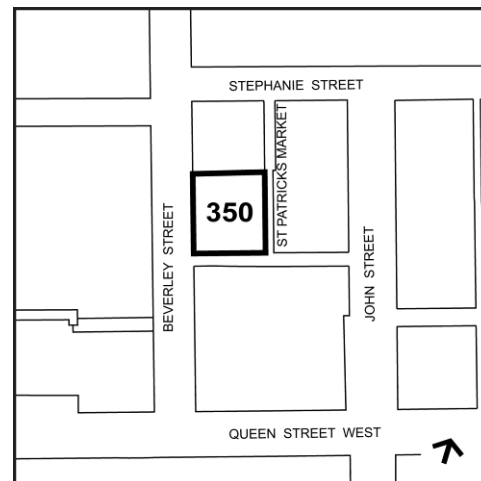
349. 15 Huntley Street

A 4-storey office building is permitted.



350. 15, 17, 17R, 19, 21 and 27 Beverley Street

Despite Policy 3.2.1.6 of the Official Plan, the demolition of the six (6) existing rental dwelling units on the site is permitted without the provision of rental replacement housing provided cash-in-lieu of such replacement is paid to the City in the amount of \$770,000 and an acceptable tenant relocation and assistance plan is secured.



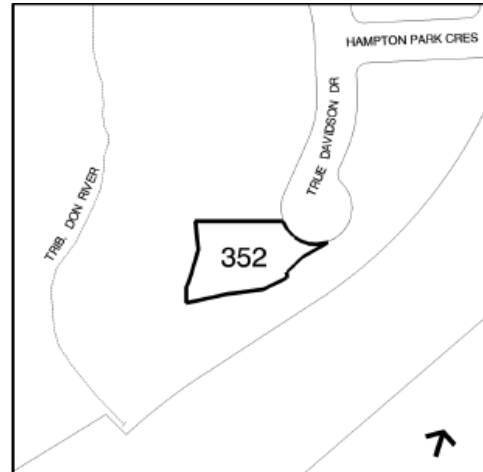
351. 2900 Warden Avenue

The first priority community benefit under the policies of Section 5.1.1 of this Plan is the provision of a 929 square metre to 1,394 square metre expanded library facility.



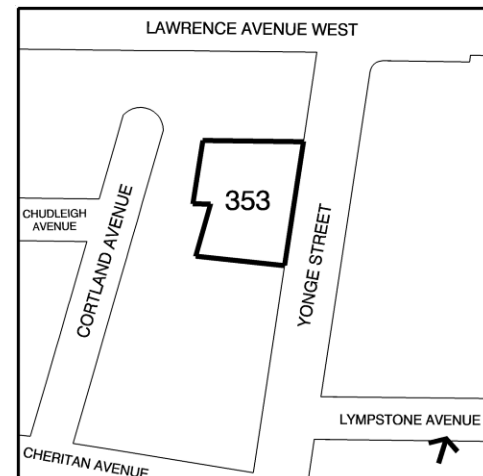
352. 2 True Davidson Drive

Development will be setback a minimum of 6-metres from the top-of-bank as detailed in the zoning by-law.



353. 3018- 3020 Yonge Street

Only residential uses are permitted, to a maximum building height of 12 storeys and a maximum gross floor area of 15,807 square metres.



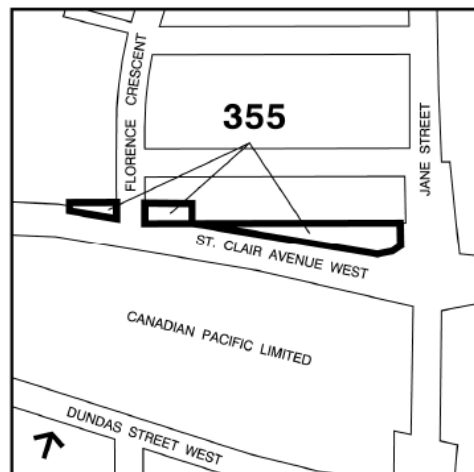
354. 140-162 Broadview Avenue

- a) Two apartment buildings, joined underground by a parking garage, with a maximum building height of 3 ½ storeys are permitted.
- b) Despite Policy 3.2.1.6 of the Official Plan, the demolition of the seven (7) existing rental dwelling units on the site is permitted without the provision of replacement rental housing provided cash-in-lieu of such replacement is paid to the City in the amount of \$500,000 and an acceptable tenant relocation and assistance plan is secured.



355. Certain Lands on the North Side of St. Clair Avenue West between Florence Crescent and Jane Street

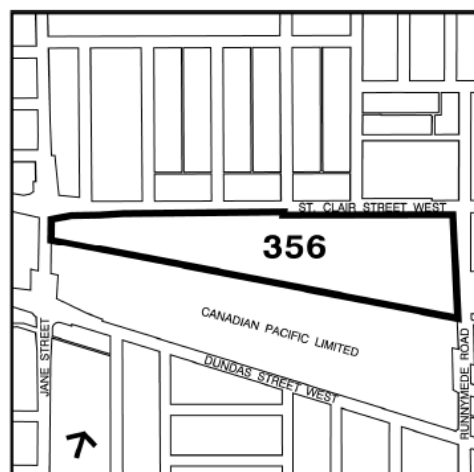
Lots that front on to St. Clair Avenue West or Florence Crescent may be used for small-scale retail, service and office uses. Existing automobile repair shops will be encouraged to relocate. The lands at the northwest corner of Jane Street and St. Clair Avenue West should be obtained for public parkland if that intersection becomes the connection between two light rapid transit lines.



356. Lands on the South Side of St. Clair Avenue West between Runnymede Road and Jane Street

The enactment of any amendment to the zoning by-law to permit residential units is conditional upon:

- (a) the separation and buffering of any residential units from the rail right-of-way to the south to mitigate adverse noise, vibration, odours and emissions from the rail corridor and to promote the safety of the residents;
- (b) the provision of no net loss of non-residential gross floor area on the lands; and
- (c) the prior or concurrent adoption by Council of a Precinct Plan that
 - i) creates a finer grid of streets and blocks with public roads;
 - ii) assesses the possibility of extending Ryding Avenue west of Runnymede Road;
 - iii) shifts large format retailers away from the St. Clair Avenue frontage to the south end of the properties;
 - iv) provides locations for public parks and open spaces to be created;
 - v) assesses and provides for necessary schools and community facilities;
 - vi) provides for a broad range of housing types, unit sizes and tenure;

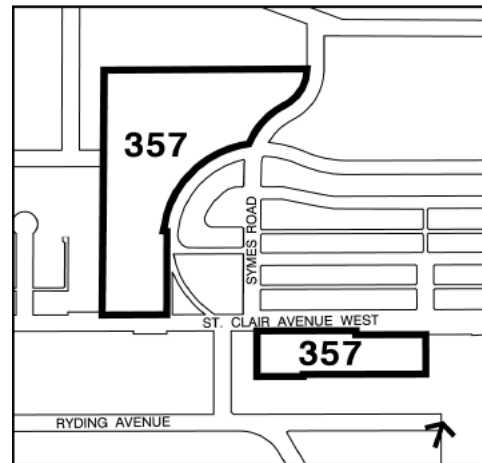


- vii) locates and masses residential uses to minimize impacts from nearby existing industry;
- viii) assesses the traffic and parking impact of new development on local streets;
- ix) provides a public realm that promotes pedestrian circulation and comfort;
- x) provides for strong local pedestrian and cycling connections, including consideration of a pedestrian/cyclist bridge over the rail corridor to the south;
- xi) incorporates any local heritage resources;
- xii) assesses opportunities for the placement of public art;
- xiii) considers the availability of servicing infrastructure to support intensified development within the precinct; and
- xiv) Provides for the phasing of development showing how orderly development will be achieved on the block over the long term and how coordination with the provision of parks, roads, community services, and other infrastructure improvements will be achieved.

Prior to the enactment of a zoning by-law amendment to permit residential units on a lot, industrial, office and service uses permitted in a CE zone district in the former City of York Zoning By-law No. 1-83 are also permitted on the lot.

357. South Side of St. Clair Ave West, west of Keele St. (2211, 2237, 2255, 2283 and 2336 St. Clair Avenue West.)

- (a) Subject to paragraph (b) below, the development of any residential unit(s) is conditional upon any residential unit being a distance of at least 100 metres from the property line of a lot containing an industrial facility that either slaughters animals or renders animals or processes dead animal stock for animal feed. Prior to the development of residential units on the portion of the lands on the south side of St. Clair Avenue West, lands known municipally as 2211, 2237, 2255 and 2283 may be used for manufacturing, warehousing and service uses permitted in an 'IC' zone in former City of Toronto By-law No. 438-86, and further, the lands known municipally as 2237 and 2255 St. Clair Avenue West may also be used as a meat products plant in this interim period.



- (b) Residential units within 100 metres of the property line of a lot containing an industrial facility that either slaughters animals, or renders animals or processes dead animal stock for animal feed may be permitted on the land known municipally as 2237, 2255 and 2283 St. Clair Avenue West where it has been demonstrated, through studies to the satisfaction of both the Chief Planner and a peer reviewer(s) selected by the City and paid for by the applicant that future residents on these lands would not experience material adverse noise, vibrations, traffic, odour or other emission effects generated from such

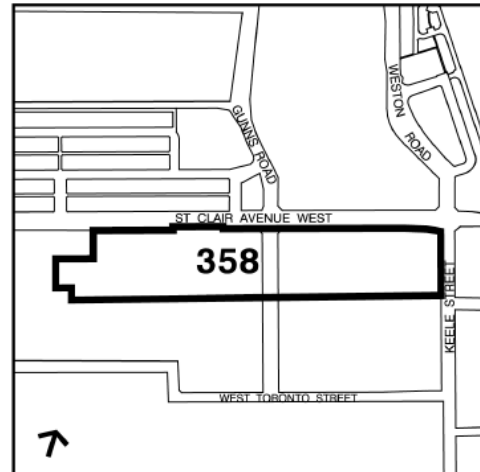
a nearby industrial facility. City Council may enact a zoning by-law pursuant to Sections 34 and 36 of the Planning Act with an 'h' Holding Symbol in respect of residential uses on the lands municipally known as 2237, 2255 and 2283 St. Clair Avenue West.

- (c) The 'H' Holding Symbol applicable to the CR zoning under former City of Toronto By-law No. 438-86 for the lands known municipally as 2237, 2255 and 2283 St. Clair Avenue West may be removed by City Council and these lands may be used for residential and/or residential/commercial purposes upon receipt by City Council of a report from the Chief Planner that confirms:
- i. That a development proposal has been submitted that is to the satisfaction of the Chief Planner, and
 - ii. That the studies referred to in paragraph b) above have shown that future residents on those lands would not experience material adverse noise, vibration, traffic, odour or other emission effects generated from the nearby industrial facility that involves either the slaughter of animals, or rendering of animals, or processing of dead animal stock for animal feed. City Council may also lift the 'H' holding symbol where the industrial activity that was the basis of implementing the 'H' holding symbol has ceased and is not replaced by another operation of the same or similar use for a period of one year measured from the date of closure of the original operation.

358. Lands on the South Side of St. Clair Avenue West to the west of Keele Street

The enactment of any amendment to the zoning by-law to permit residential units is conditional upon:

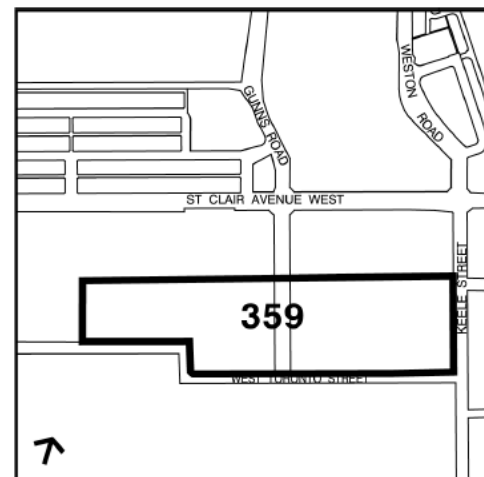
- a) Any residential use being distanced at least 100 metres from a facility that involves the slaughtering of animals, the rendering of animals, or the processing of dead animal stock for the purposes of animal feed;
- b) Any residential uses being at a height that would not be impacted by the emissions plume from industry at 35 Cawthra Avenue;
- c) The provision of no net loss of non-residential gross floor area on the lands; and
- d) The prior or concurrent adoption by Council of a Precinct Plan that:
 - i. creates a finer grid of streets and blocks with public roads;
 - ii. extends Ryding Avenue eastwards to connect with Keele Street;
 - iii. shifts large scale format retailers away from the St. Clair Avenue frontage towards the south end of the properties;
 - iv. provides locations for public parks and open spaces to be created;



- v. assesses and provides for necessary schools and community facilities;
- vi. provides for a broad range of housing types, unit sizes and tenure;
- vii. locates and masses residential uses to minimize impacts from nearby existing industrial and large-scale retail uses;
- viii. addresses transitions of scale to the low-rise residential Neighbourhood on the north side of St. Clair Avenue;
- ix. assesses the traffic and parking impact of new development;
- x. provides a public realm that promotes pedestrian comfort and circulation;
- xi. provides for strong local pedestrian and cycling connections, including consideration of a pedestrian/cyclist bridge over the rail corridor to the south;
- xii. incorporates any local heritage resources;
- xiii. assesses opportunities for the placement of public art;
- xiv. considers the availability of servicing infrastructure to support intensified development within the precinct; and
- xv. provides for the phasing of development showing how orderly development will be achieved on the block over the long term and how coordination with the provision of parks, roads, community services, transit and other infrastructure improvements will be achieved. Prior to the enactment of a zoning by-law amendment to permit residential units on a lot, all uses permitted on the lands as of September 30, 2011 under former City of Toronto Zoning By-law No. 438-86 as amended are permitted. Retail uses may be integrated in a commercial complex that includes lands subject to Site and Area Specific Policy 359. Notwithstanding the preparation of a Precinct Plan that includes these lands, a full range of solely retail uses is permitted on a lot until such time that the owner of a lot applies for, and has approved, a zoning by-law amendment to redevelop the lot for mixed commercial-residential purposes and that redevelopment is undertaken.

359. Lands on the South Side of St. Clair Avenue West to the west of Keele Street

Retail uses are permitted at any scale, may be integrated in a commercial complex that includes lands subject to Site and Area Specific Policy 358, and may gain access from Keele Street, St. Clair Avenue West, Stockyards Road, West Toronto Street or Ethel Avenue.



360. Lands on the north side of St. Clair Avenue West to the west of Weston Road

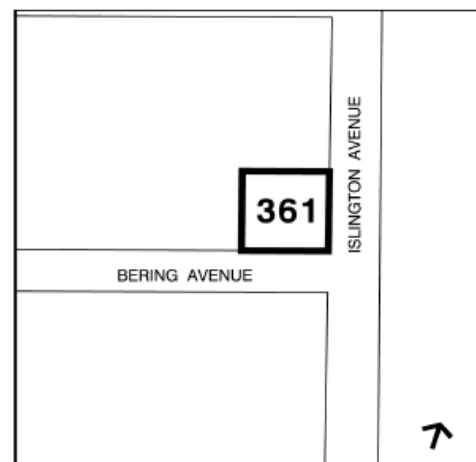
The enactment of any amendment to the zoning by-law to permit residential units is conditional upon:

- (a) Any residential use being distanced at least 100 metres from a facility that involves the slaughtering of animals, the rendering of animals, or the processing of dead animal stock for the purposes of animal feed;
- (b) Any residential use being at a height that would not be impacted by the emissions plume from industry at 35 Cawthra Avenue; and
- (c) The provision of no net loss of non-residential gross floor area on the lands.



361. 1144 Islington Avenue

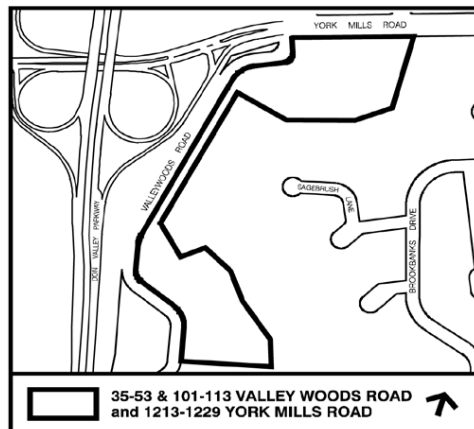
11 townhouses are permitted.



363. 35-53 and 101-113 Valley Woods Road and 1213-1229 York Mills Road

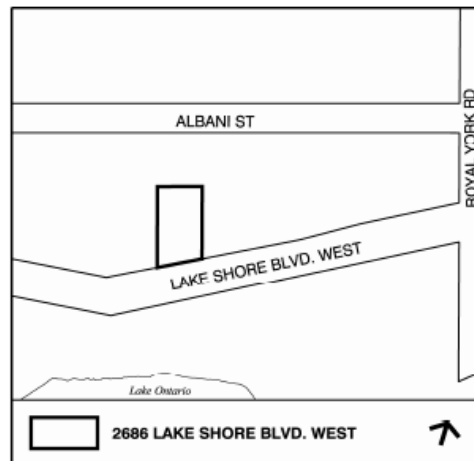
Despite policy 3.2.1.9(b), the following are the priority Section 37 community benefits: a cash contribution of \$250,000 for capital improvements to publicly owned affordable housing projects in the community; cash contributions totalling \$2,150,000 for community and recreation facilities; a cash contribution of \$250,000 for the rehabilitation/renovation of the Milne House; and securing 270 rental replacement units and the rental tenure and the affordable and mid-range rents in the rental buildings.

Despite policy 3.2.1.6, the demolition of 245 rental housing units and their replacement in the redevelopment with a different unit mix is permitted provided that at least 270 replacement rental units comprising 30 one-bedroom, 48 two-bedroom, 162 three-bedroom and 30 four-bedroom units are provided.



365. 2686 Lake Shore Boulevard West

A three-storey, 23-unit, residential building is permitted.



367. Lands around Dundas/427 (Dundas Street West to the Canadian Pacific rail corridor, between Highway 427 and Shorncliffe Road)

a) Introduction

The Dundas Street West/Highway 427 Planning Framework Study was completed in 2011 and included lands centred on Dundas Street West between Highway 427 and Shorncliffe Road/Shaver Avenue. The study identified opportunities for redevelopment and growth, primarily along and south of Dundas Street West. The lands on the south side of Dundas Street West to the Canadian Pacific rail corridor between Highway 427 and Shorncliffe Road are the lands subject to this amendment as shown in Map 1.

The area includes Mixed Use Areas and Employment Areas. In the Mixed Use Areas the vision is for Dundas Street West to be redeveloped with mid-rise buildings and the lands south of Dundas Street West

to be redeveloped with taller buildings and primarily residential uses supported by a public street network, organized around a centrally located public park. In the Employment Areas the vision is for office uses and industrial uses that are compatible with existing and proposed uses in the surrounding area.

b) Key Objectives

- i. The lands are intended to be developed consistent with the policies of the Official Plan including the policies of the Mixed Use Areas and Employment Areas land use designations which apply to the study area.
- ii. New public streets, water and sanitary sewer infrastructure, public parkland and community facilities are required to support development in the area shown on Map 1.
- iii. Given the substantial amount of residential development envisioned, a range of housing opportunities in terms of size, affordability and tenure is required.
- iv. Development along Dundas Street West will contribute to the achievement of a vibrant and attractive public realm that encourages and supports pedestrian activity and reinforces the role of Dundas Street West for commercial activity.

c) Public Realm and Built Form

The transformation of the area is based on providing for an increased scale of development south of Dundas Street West and the introduction of new physical and social infrastructure to support development. The following public realm and built form policies will inform the preparation of implementing zoning and the review of development applications:

- i. Redevelopment shall establish a network of development blocks and public streets generally consistent with that shown on Map 1, to establish appropriately sized development blocks, a coordinated and connected public street network, and a centrally located public park.
- ii. The centrally located public park shall have direct frontage on a minimum of two public streets and preferably on four public streets, shall not abut the rail corridor and shall be of a size and configuration suitable to accommodate active and passive recreation opportunities.
- iii. A high quality public realm will be established throughout the area and will be organized to physically connect and relate to surrounding streets and properties, in particular along Dundas Street West.
- iv. Streets will be designed to provide safe, comfortable and amenable environments for pedestrians, cyclists and vehicles by minimizing curb cuts, encouraging shared driveways and the use of lanes, and including enhanced street tree planting, street furniture and street lighting.
- v. Development should achieve a connected and continuous coordinated built form that defines and supports the public realm. Buildings will generally be located parallel to public streets with main building entrances on the street facing facades.
- vi. The predominant scale of built form along Dundas Street West will be mid-rise buildings fronting onto public streets. Taller buildings will be permitted in the central and southern portions of the

Mixed Use Areas as well as in the Employment Areas near the Dundas Street West and Highway 427 interchange.

- vii. Maximum building heights will be established based on a consideration of the adjacent right-of-way, appropriate transition, adequately limiting shadow impacts and providing for comfortable pedestrian wind conditions on streets and within parks, and the achievement of a consistent built form condition along Dundas Street West.
- viii. No stand alone townhouse units will be permitted within the Mixed Use Areas except for townhouse units that form and are an integral part of the podium element of a building.
- ix. On Dundas Street West, development will be setback from the property line to achieve a generous pedestrian area, with ground floor uses supporting the commercial role and activity of the street.

d) Transportation and Development Phasing

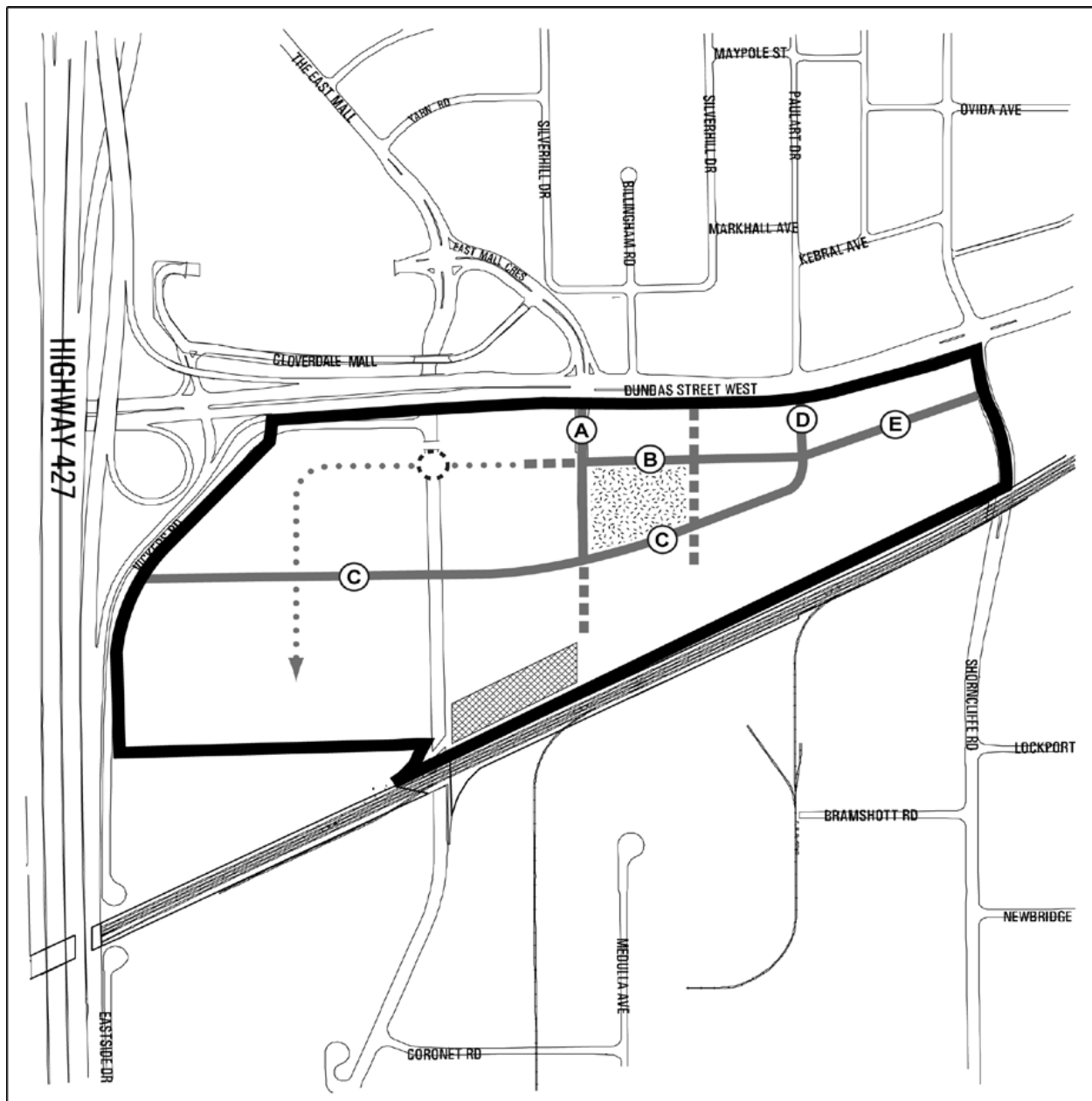
- i. The public street network will be achieved incrementally with redevelopment. Primary and Secondary Public Streets are shown on Map 1. Any development in the Mixed Use Areas on the south side of Dundas Street West to the Canadian Pacific rail corridor station will provide appropriate Primary Public Streets in order to achieve network connections necessary to support development and which will be determined through the development application process.
- ii. A 27 metre right-of-way width is required for the East Mall Crescent extension (Street A) to Street C, for Street C between The East Mall and Street D, and for Street D which is located between Dundas Street West and Street C. A 23 metre right-of-way width will be required for Street E and Street B. Minor modifications to the right-of-way width will not require an amendment to this Site and Area Specific Policy.
- iii. Street E will become an extension of either Street B or Street C connecting to Shorncliffe Road, to be determined through the development application process, and will not require an amendment to Map 1.
- iv. Full movements along Dundas Street West will only be permitted at existing signalized intersections.
- v. The Potential Grade Separation shown on Map 1 illustrates a potential future local road connection across The East Mall. The need for and merits of a grade-separated local road connection will be evaluated as development occurs in the area. If a grade separated crossing is constructed it will be designed to safely and comfortably accommodate pedestrians, bicycles and vehicles, as well as streetscape elements.
- vi. The final alignment of streets and timing for conveyance of streets will be determined through the development application process. The development of some new streets may require securing the appropriate infrastructure through the requirements of the Environmental Assessment Act. Streets will generally be secured through Plan of Subdivision and may be secured through an agreement or agreements pursuant to Sections 37, 41, 51 or 53 of the Planning Act or a combination thereof.

- vii. Secondary and Potential Future Public Streets shown on Map 1 are conceptual. The exact number, right-of-way width and location of these streets will be determined through the development application process and will not require an amendment to Map 1.
 - viii. The Bloor-Danforth Subway Westerly Extension Environmental Assessment report identifies that a subway extension through the area would be sub-surface and located adjacent to the north side of the Canadian Pacific rail corridor east of The East Mall. If the subway is extended and a subway station is constructed in this location, opportunities to integrate the station with development on adjacent lands is encouraged.




Appropriate lands will be protected through the development application process to accommodate a potential future subway station and a connecting public street (East Mall Crescent extension).
 - iv. In the event that the Bloor-Danforth Subway is extended westerly and includes a new station within the area shown on Map 1, density permissions for lands adjacent to the new station may be re-evaluated once the station is in operation.
- e) Community Services and Facilities
- i. Community Services and Facilities will be required to support future development in the area shown on Map 1 and will be provided within this area or in the immediately surrounding community.
 - ii. Community Services and Facilities will be delivered in a timely manner so as not to place additional burdens on existing community services and facilities in the area where capacity may not exist. Community facilities may be permitted to be integrated with private developments.
 - iii. Community service and facility priorities for the area include child-care centres and multi-purpose community space.
- f) Municipal Infrastructure
- i. Municipal Infrastructure required to service new development will be provided on municipal lands, typically within the public street right-of-way and will be constructed to City standards and be provided at approved locations and conveyed to the City at nominal cost and free of encumbrances, prior to occupancy of development requiring that infrastructure.
 - ii. Municipal servicing will be coordinated with the detailed design of the public street network. Where public streets are being constructed municipal infrastructure may be required to be provided concurrently within the right-of-way in advance of development requiring that infrastructure.
 - iii. Functional servicing and stormwater management reports will be required to identify whether capacity exists in the trunk and local system to accommodate proposed development within the tributary area, identify any required improvements to support proposed development and determine mitigation measures to minimize any impacts to the servicing network.

g) Holding Zones

- i. Zoning for any of the lands outlined on Map 1 may be subject to 'Holding' provisions in accordance with the Planning Act. Lands subject to these provisions will be identified by the 'Holding' symbol 'H' preceding the zone symbol on the zoning map. The uses of land, buildings or structures that are permitted when the 'Holding' symbol is removed shall be specified in the 'Holding' Zone By-law. The plans and studies required to remove the H 'Holding' symbol will be established in the implementing zoning and will include the provision of public streets, municipal infrastructure, and public parkland commensurate with the needs of proposed development contained within the lands outlined on Map 1. The H 'Holding' symbol may be removed in phases upon application by the owner to the City as required plans and studies have been provided and appropriate conditions secured through an agreement or agreements pursuant to Sections 37, 41, 51 or 53 of the Planning Act.



-  Site and Area Specific Policy 367 Boundary
-  Primary Public Streets (A)
-  Secondary Public Streets
-  Potential Grade Separation

-  Potential Future Public Streets
-  Potential Future Subway Station
-  Conceptual Public Park Location



Not to Scale

Extracted July 5, 2011

368. Lands around Dundas / 427 (North Side of Dundas Street West between The East Mall and Shaver Avenue)

a) Introduction

The Dundas Street West/Highway 427 Planning Framework Study was completed in 2011 and included lands centered on Dundas Street West between Highway 427 and Shorncliffe Road/ Shaver Avenue. The study identified opportunities for redevelopment and growth primarily along and south of Dundas Street West. The lands on the north side of Dundas Street West are the lands subject to this amendment as shown on Map 1.

b) Key Objectives

- i. The lands are intended to be developed consistent with the policies of the Official Plan including the policies of the Mixed Use Areas land use designation which applies to the area.
- ii. Improvements to water and sanitary sewer infrastructure, and community facilities are required to support development.
- iii. A range of housing opportunities in terms of size, affordability and tenure is required.
- iv. Development along Dundas Street West will contribute to the achievement of a vibrant and attractive public realm that encourages and supports pedestrian activity and reinforces the role of Dundas Street West for commercial activity.

c) Public Realm and Built Form

- i. A high quality public realm will be established throughout the area and will be organized to physically connect and relate to Dundas Street West and surrounding streets and properties.
- ii. Development will minimize curb cuts, encourage shared driveways and the use of lanes, and include enhanced street tree planting, street furniture and street lighting.
- iii. Development should achieve a connected and continuous coordinated built form that defines and supports the public realm. Buildings will be located parallel to public streets with main building entrances on the street facing facades.
- iv. The scale of built form will be mid-rise buildings. Maximum building heights will be established based on a consideration of the adjacent right-of-way, appropriate transition to the low scale residential neighbourhood to the north, adequately limiting shadow impacts and providing for comfortable pedestrian conditions.
- v. No stand alone townhouse units will be permitted within the Mixed Use Areas except for townhouse units that form and are an integral part of the podium element of a building.
- vi. Development on Dundas Street West will be setback from the Dundas Street West property line to achieve a generous pedestrian area, and setback from the north property line to achieve a rear lane.

d) Community Services and Facilities

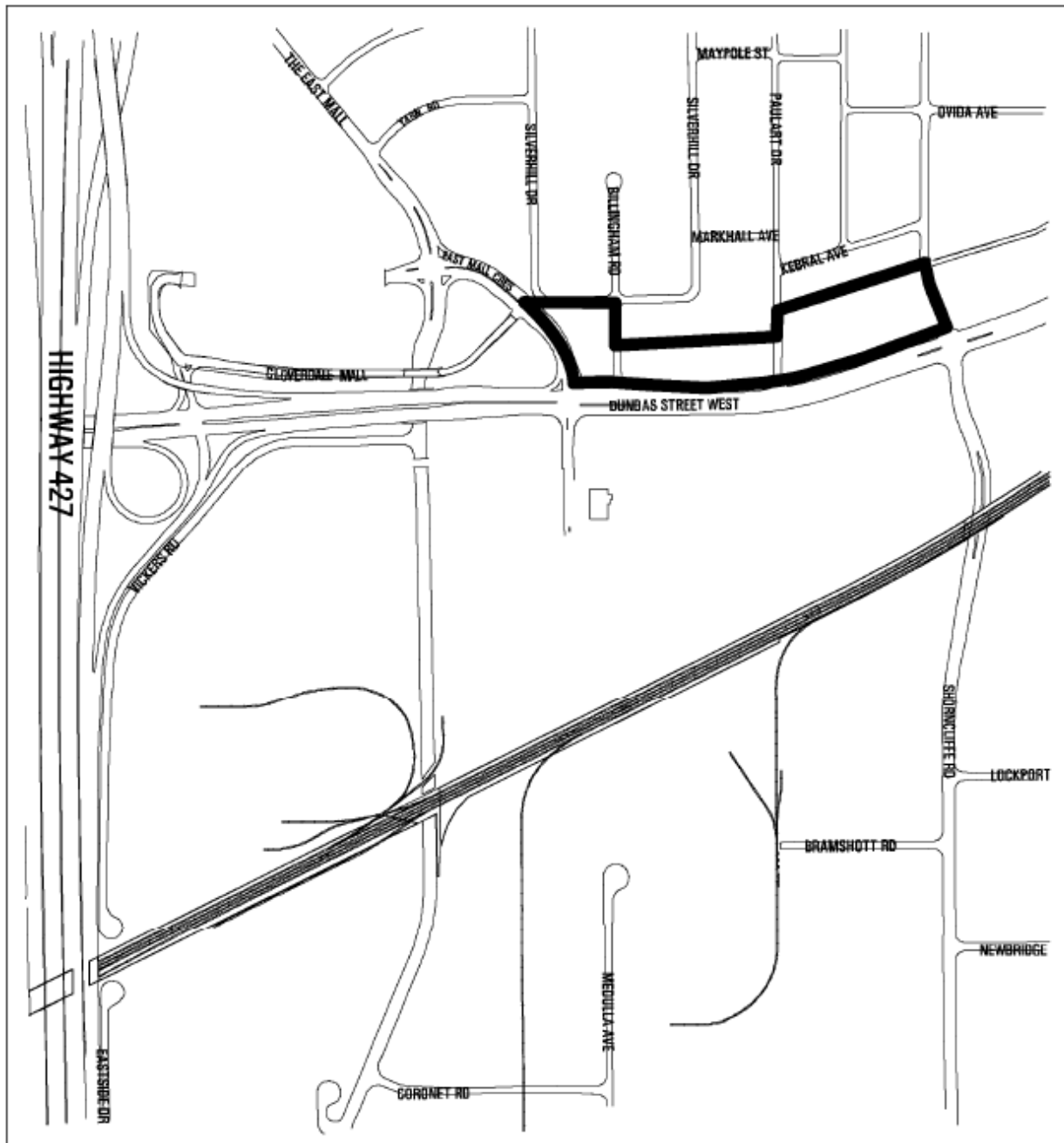
- i. Community Services and Facilities will be delivered in a timely manner so as not to place additional burdens on existing community services and facilities in the area where capacity may not exist. Community facilities may be permitted to be integrated with private development.
- ii. Community service and facility priorities for the area include child-care centres, and multi-purpose community space.

e) Municipal Infrastructure

- i. Municipal Infrastructure required to service new development will be provided on municipal lands, typically within the public street right-of-way, and will be constructed to City standards and be provided at approved locations and conveyed to the City at nominal cost and free of encumbrances, prior to occupancy of development requiring that infrastructure.
- ii. Functional servicing and stormwater management reports will be required to identify whether capacity exists in the trunk and local system to accommodate proposed development within the tributary area, identify any required improvements to support proposed development, and determine mitigation measures to minimize any impacts to the servicing network.

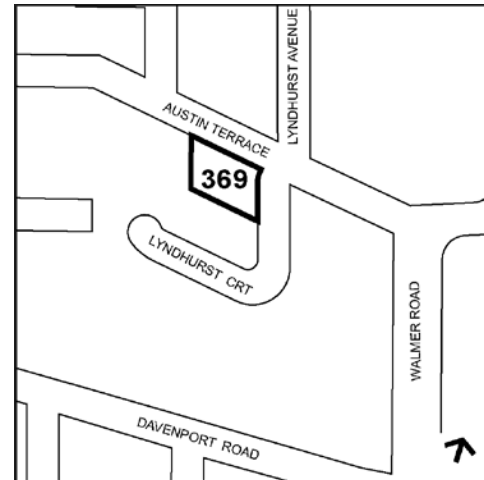
f) Holding Zones

- i. Zoning for any of the lands outlined on Map 1 may be subject to 'Holding' provisions in accordance with the Planning Act. Lands subject to these provisions will be identified by the 'Holding' symbol 'H' preceding the zone symbol on the zoning map. The uses of land, buildings or structures that are permitted when the 'Holding' symbol is removed shall be specified in the 'Holding' Zone By-law. The plans and studies required to remove the H 'Holding' symbol will be established in the implementing zoning and will include but not be limited to the provision of municipal infrastructure. The H 'Holding' symbol may be removed in phases upon application by the owner to the City as required plans and studies have been provided and appropriate conditions secured through an agreement or agreements pursuant to Sections 37, 41, 51 or 53 of the Planning Act.



369. 7 Austin Terrace

- a) The replacement of the nine (9) existing rental dwelling units is not required provided that cash-in-lieu of rental replacement is provided to the City.



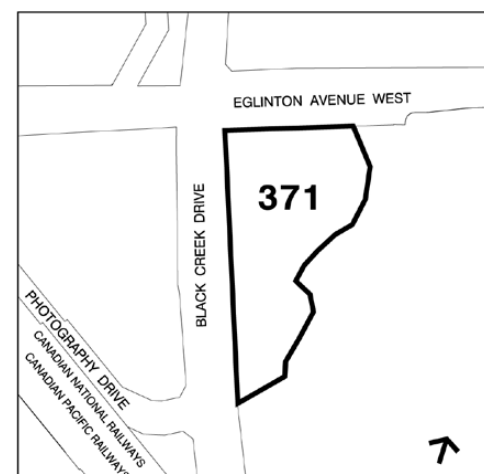
370. 1 & 2 Meadowglen Place

- a) Despite policy 3.2.1.6, the demolition of 141 rental housing units and their replacement in the redevelopment with a different unit mix is permitted provided that at least 146 replacement rental units comprising 10 one-bedroom, 95 two-bedroom and 41 three-bedroom units are provided.



371. 115 Black Creek Drive (formerly part of 2855 Eglinton Avenue West)

A portion of a community centre may be located within the 10 metres of the top of bank of the valley as staked by the Toronto Regional Conservation Authority in January 2007.



373. Sheppard/Warden Avenue Study

a) Built Form and Uses

- i) Mid-rise buildings will be the predominant form of new development, with new development providing an appropriate transition in height, density and scale to lower-scale building elements.
- ii) A mix of uses is encouraged, where appropriate. Non-residential uses will be concentrated on the Sheppard Avenue East and Warden Avenue frontages. Small-scale retail, office and community uses which are part of an integrated development will be located in close proximity to the Sheppard Avenue East and Warden Avenue intersection.

iii) Tall Building Zone

Where appropriate, tall buildings in a point tower built-form, may be considered in the Tall Building Zone identified on Map 1 of 2. Tall buildings may be located within 50.0 m of the Sheppard Avenue East and Warden Avenue frontages and away from existing stable low density residential neighbourhoods.

Tall buildings in a point tower built-form will be sited and organized in a way that provides desirable transition to adjacent neighbourhoods and ensures appropriate spatial separation between tall buildings. Specifically, tall buildings will adhere to a 45 degree angular plane taken from the lot line abutting stable low density residential neighbourhoods.

Where tall buildings are considered, the mid-rise components of the development (including base buildings (podium) and individual mid-rise buildings) will generally be no higher than 20.0 metres (6 storeys) and will be designed with appropriate step-backs.

iv) Mid-Rise Zone (Northwest Quadrant Sheppard Avenue East and Warden Avenue)

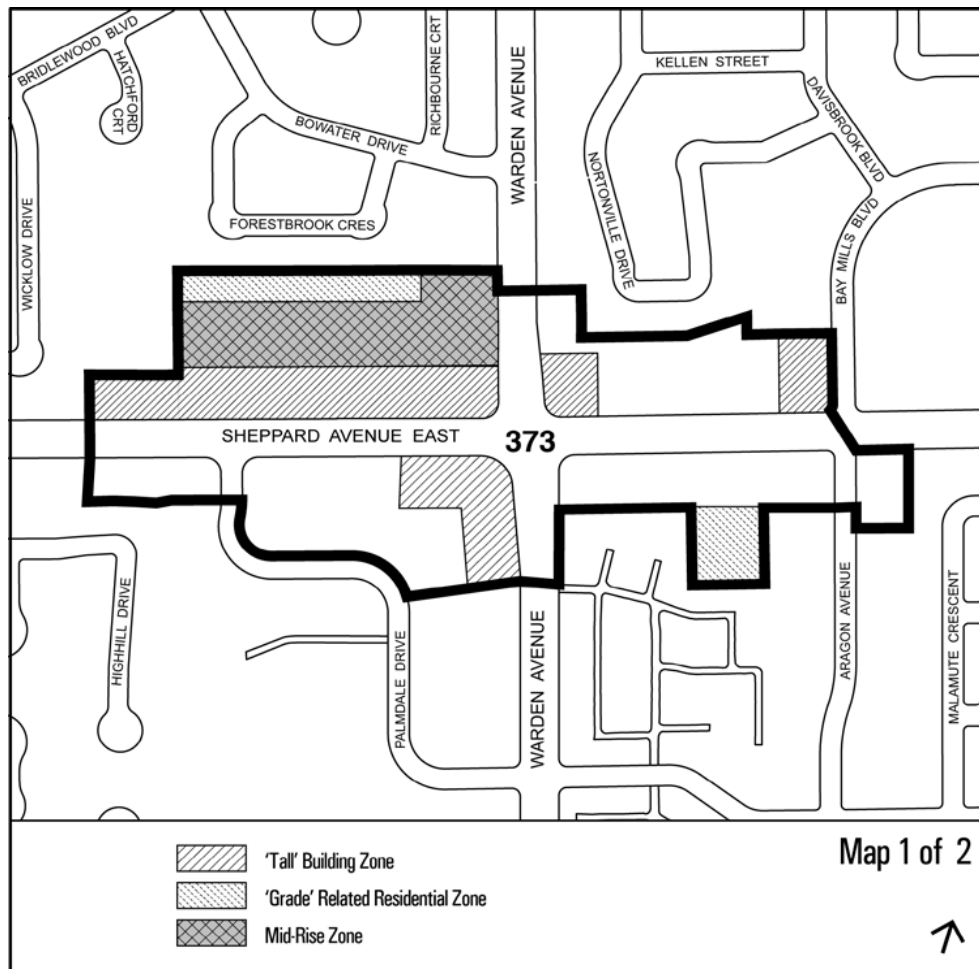
Buildings on lands beyond the Tall Building Zone identified on Map 1 of 2 and located to the north and west of the Sheppard Avenue East and Warden Avenues intersection will vary in height and massing and generally will not exceed 9 storeys in height.

All buildings in this quadrant will not penetrate a 45 degree angular plane taken from the lot-line of the planned public street connecting Palmdale Drive to Warden Avenue as illustrated on Map 2 of 2, at a height equal to 80% of the width of the street right-of-way on which the building has frontage.

Commercial development is generally not encouraged on these lands.

v) Grade-related Residential Zone

Grade-related residential development only will be permitted on lands adjacent to existing stable residential neighbourhoods on lands located to the north and west of Sheppard Avenue East and Warden Avenues and on the south side of Sheppard Avenue east of Warden Avenue, identified on Map 1 of 2.

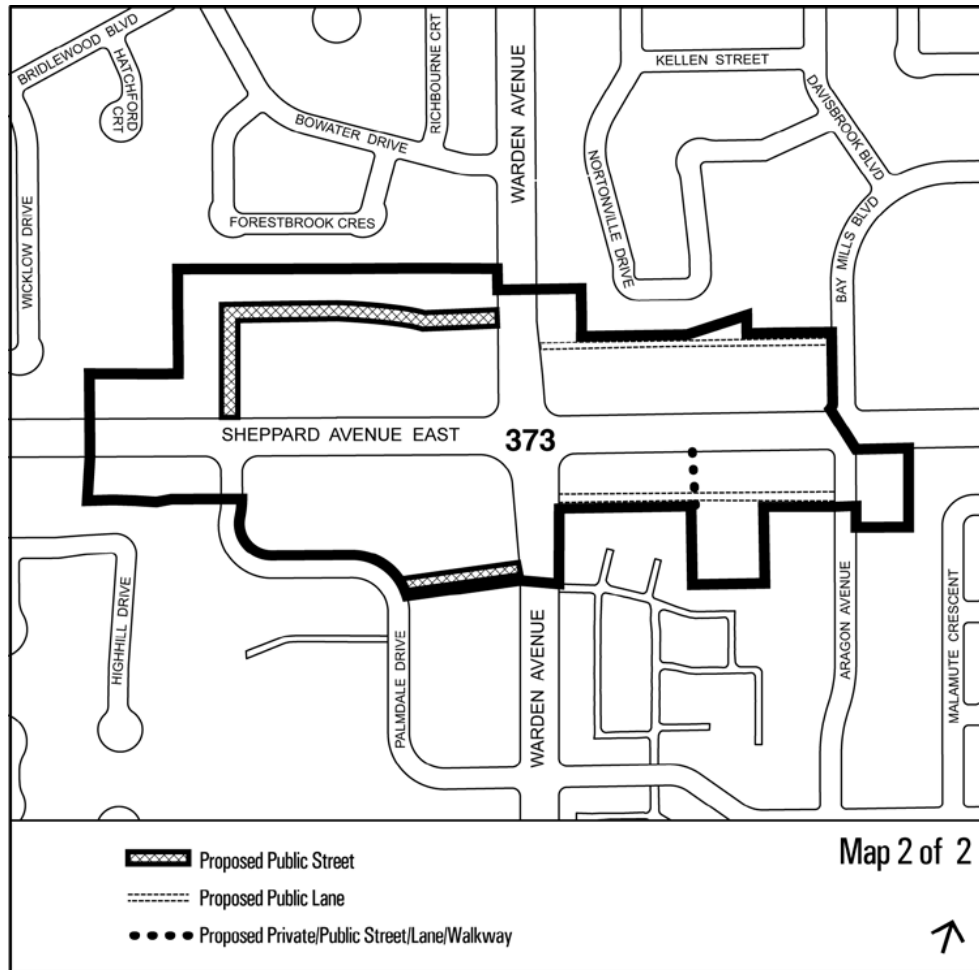


b) Public and Private Streets/Lanes

As a condition of development approval, new public streets and public lanes that serve to divide the existing lands into smaller blocks, provide a framework for organizing new uses and provide connections to Sheppard Avenue East and Warden Avenues, will be secured and be required to be dedicated to the City as follows:

- i) Create new public streets, public lanes and a public/private street in locations generally shown on Map 2 of 2, as follows:
 1. a public street on the north side of Sheppard Avenue East between Warden Avenue and Palmdale Drive including the lands known municipally in the year 2011 as 2190 and 2210 Warden Avenue having a minimum right-of-way width of 20.0 metres;
 2. a public street on the south side of Sheppard Avenue East between Warden Avenue and Palmdale Drive having a minimum right-of-way width of 18.5 metres;
 3. a public or private street on the south side of Sheppard Avenue East having a minimum right of way width of 18.5 metres;

4. a public lane on the north side of Sheppard Avenue East having a minimum right-of-way width of 9.0 metres, within which a 3.0 metre landscape buffer strip shall be provided; and
 5. a public lane on the south side of Sheppard Avenue East having a minimum right-of-way width of 8 metres, within which a 2.0 metre landscape buffer strip shall be provided.
- ii) Publicly accessible private courtyards and walkway connections are encouraged to be provided as part of any new development to complement the public realm.

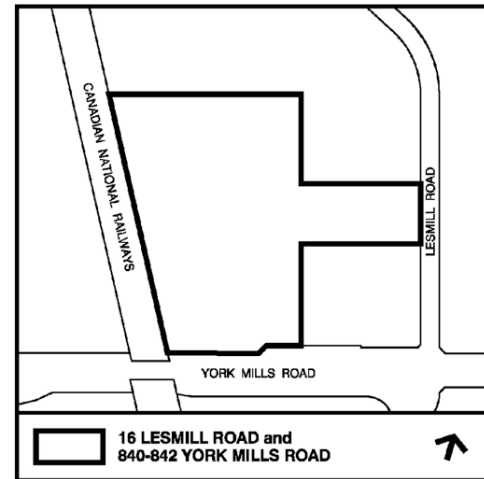


c) Implementation

This Site and Area Specific Policy applies to the lands identified on the map or portions thereof, which may be redeveloped independently. Through the submission of rezoning, plan of subdivision and site plan approval applications development will demonstrate how the policies in this Site and Area Specific Policy are addressed and provide the required street right-of-way and parkland conveyances.

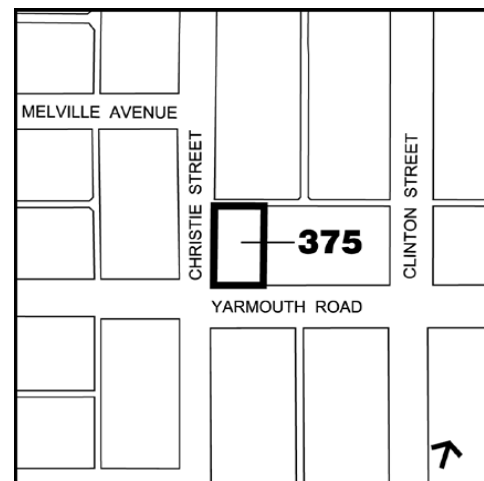
374. 16 Lesmill Road and 840-842 York Mills Road

Large scale and stand alone retail stores with a combined total gross floor area of 29,212 square metres are permitted.



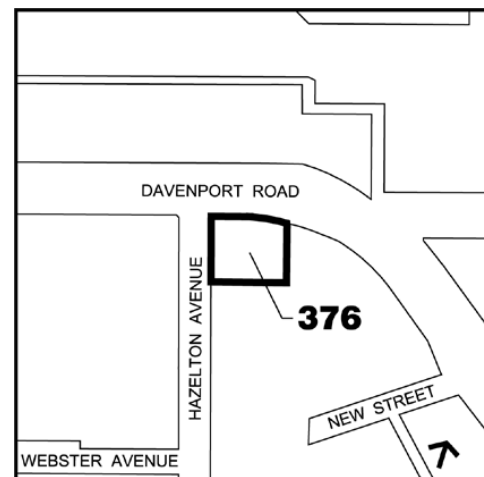
375. 255 Christie Street

A 3.5 storey building consisting of a mix of 2 or more retail units, institutional and/or office uses on the ground floor and 2 storeys of rental apartment units above is permitted.



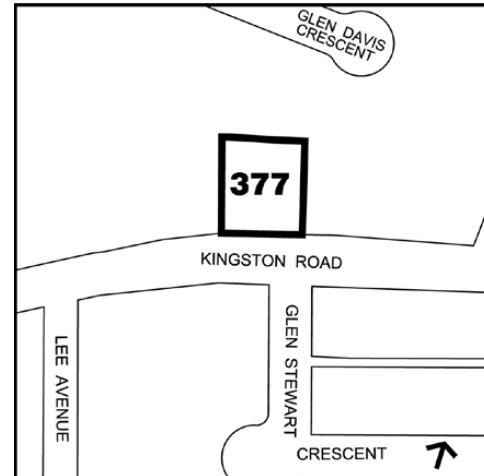
376. 131 Hazelton Avenue

An 8-storey portion of a 9-storey mixed-use building is permitted.



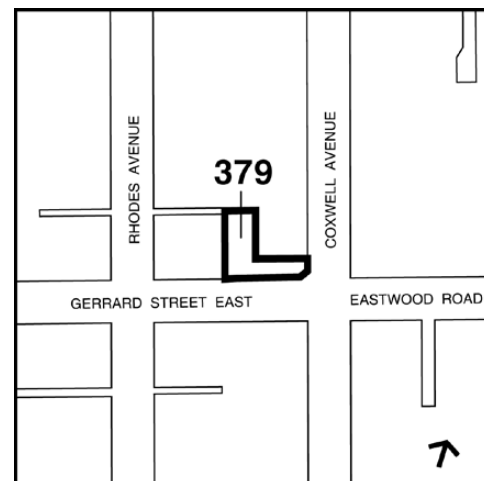
377. 580 to 592 Kingston Road

As an exception to policy 3.4.8 of the Official Plan, a six-storey apartment building is permitted within 10 metres of the top-of-bank of the valley and ravine.



379. 1612 to 1622 Gerrard Street East

Notwithstanding section 3.2.1.8 of the Official Plan, 1612, 1614 and 1616 Gerrard Street East may be conveyed separately by way of a consent application provided that 1622 Gerrard Street East maintains the 3 rental housing units currently existing on the property.



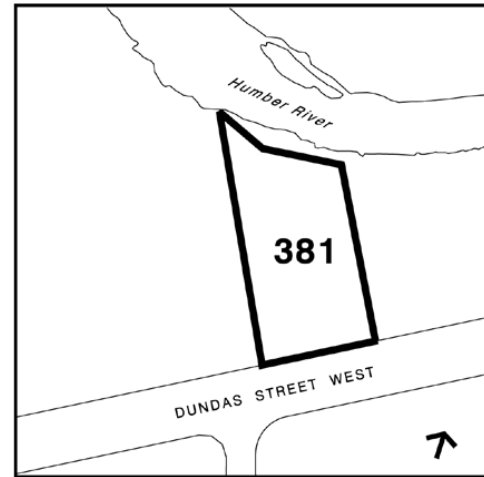
380. 41 Ossington Avenue

Residential parking is permitted on the lands for those residential units located on the abutting Mixed Use Area lands.



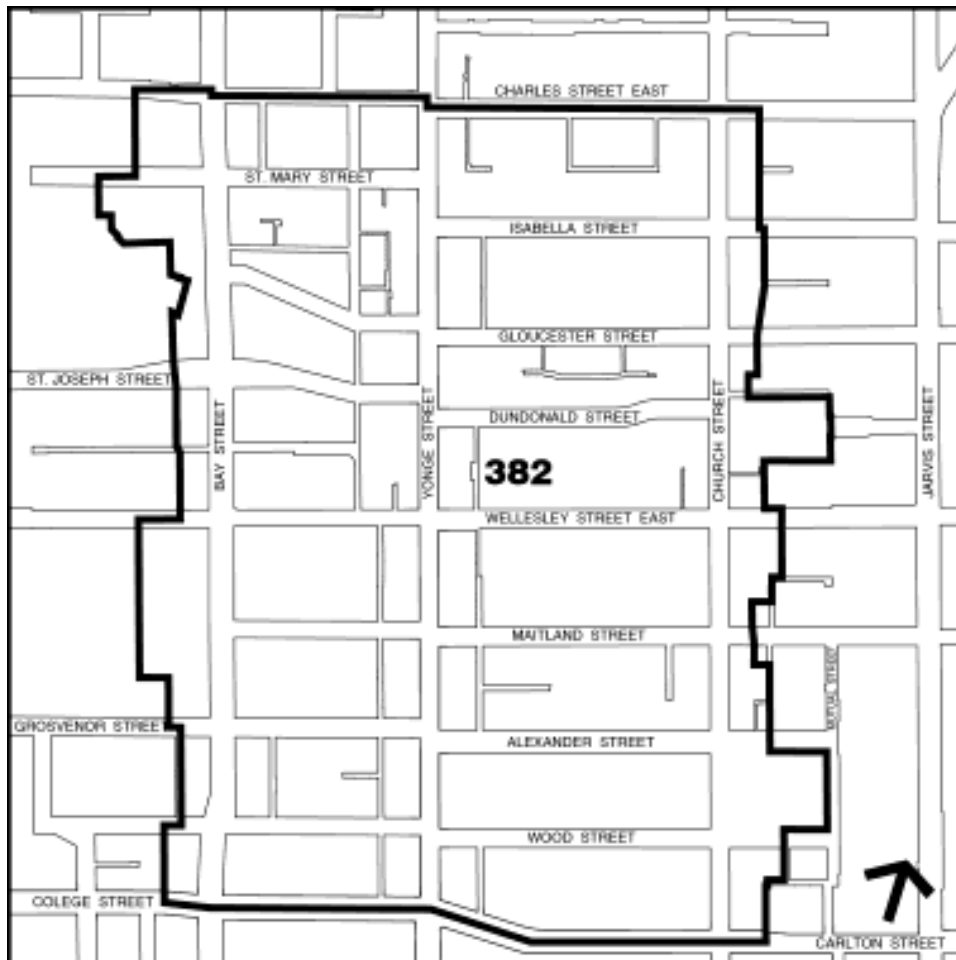
381. 4180, 4186, 4186A and 4190 Dundas Street West

Development (above and below grade buildings and structures) will be set back a minimum of 7.5 metres from the stable top-of-bank.



- 382. North Downtown Yonge Site and Area Specific Policy, located generally between the south side of College/Carlton Streets, the south side of Charles Street, the west side of Bay Street and the east side of Church Street**

North Downtown Yonge Site and Area Specific Policy



The lands shown on the above plan, which for reference are also shown on Map 1 – Character Areas and on Map 2 - Open Space Network and Height Areas, each found at the end of this Site and Area Specific Policy, are subject to the following policies:

1. GOALS

This North Downtown Yonge Site and Area Specific Policy is intended to guide and shape development/redevelopment and private and public investment within the North Downtown Yonge Area by:

- 1.1 Identifying suitable levels of growth for each of the special Character Areas that form part of the overall area.
- 1.2 Establishing compatible development/redevelopment and built form policies for these sub-areas and, where appropriate, for the area as a whole.

- 1.3 Providing direction for parks, open space, private and public realm investment opportunities and priorities for the area.
- 1.4 Reinforcing the importance and value of protecting and enhancing the heritage context within which this area is situated.
- 1.5 Creating a sense of place for the North Downtown Yonge Area by having policies in place which help to identify the area as a unique and evolving mixed use community that accommodates both local level and non-local (regional and international) needs.

2. OBJECTIVES

- 2.1 Provide policies which reinforce the importance of Yonge Street as Toronto's iconic main street and accommodate development/redevelopment where appropriate.
- 2.2 Identify areas with growth potential and areas of limited growth, providing appropriate transitions in scale down to lower-scaled Character Areas, heritage properties, and parks and open space.
- 2.3 Enhance and improve the connectivity between the Character Areas and the streets and corridors located within the North Downtown Yonge Area, including Bay Street, Yonge Street, Church Street, Wellesley Street, and College and Carlton Streets.
- 2.4 Conserve and maintain the integrity of the cultural heritage values, attributes, character and three-dimensional form of heritage properties and the strong heritage fabric throughout this area and with particular reference to the Yonge Street, St. Nicholas, Dundonald/Gloucester and Church Street Village Character Areas.
- 2.5 Identify "priority" retail streets within the area and line these streets with active, grade-related uses which promote a safe and animated pedestrian environment.
- 2.6 Utilize, where appropriate, a narrow rhythm of multiple retail frontages along these retail streets that have been architecturally articulated through materials, numerous entrances, display windows, continuous canopies and signage.
- 2.7 Respect and complement the scale, character, form and setting of heritage properties along the street, including the historic streetwall scale of Yonge Street.
- 2.8 Maintain the existing mix of housing types and tenures to provide for a full range of housing opportunities within the area, including family sized units and encourage the provision of a full range of housing types and tenure when development/redevelopment occurs.
- 2.9 Expand and improve existing parks and the open space network and create new parks and open space connections as opportunities arise through development/redevelopment.
- 2.10 Protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space.
- 2.11 Require public realm improvements as part of development/redevelopment, including opportunities for expanded sidewalk widths, mid-block access, well designed promenades, gateways, and public transit access points.

- 2.12 Encourage design excellence and high quality architectural design through the effective use of resources, high-quality materials, innovative, sustainable and universally accessible building design for development/redevelopment, public realm improvements and parks and open space design.
- 2.13 Reinforce and support transit use throughout the North Downtown Yonge Area.

3. LAND USE POLICIES

Development/redevelopment in the North Downtown Yonge Area will conform with the policies of the Official Plan and in particular the *Neighbourhoods* and *Apartment Neighbourhoods* land use policies, which limit growth in stable residential areas but provide for growth opportunities in areas designated as *Mixed Use Areas*. These and other Official Plan policies dealing with shaping Toronto and building a successful city will continue to apply, with some of these policies being further modified and enriched by this North Downtown Yonge Site and Area Specific Policy to address local context goals and objectives.

Development/redevelopment policies have been addressed in two ways in this North Downtown Yonge Site and Area Specific Policy. Firstly, specific policies have been developed for individual sub-areas within the North Downtown Yonge Area identified as Character Areas. Secondly, policies have been identified that apply to the North Downtown Yonge Area as a whole.

4. DEVELOPMENT POLICIES

A. Character Area Policies

The Character Areas, as set out below, each have particular land use functions and building typologies representing diverse scales and heights. They consist of the following Character Areas, which have also been identified in Map 1, Character Areas, found at the end of these policies:

Bay Street Character Area	St. Nicholas Character Area
Yonge Street Character Area	Isabella Character Area
Gloucester/Dundonald Character Area	Wellesley Wood Character Area
College/Carlton Street Character Area	Church Street Village Character Area

Development/redevelopment will respond to these functions and characters, with built form and public realm solutions appropriate within the given Character Area as more fully described in Section 5 and as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies.

B. Area Wide Policies

Policies relating to heritage, views, built form, parks and open space, and the public realm as they apply to individual or all the Character Areas, are found in Section 6 of this North Downtown Yonge Site and Area Specific Policy.

C. Urban Design Guidelines

Development/redevelopment and public realm improvements within the Character Areas, and the Area Wide Policies as noted in Section 6, will be further informed by:

- a) the North Downtown Yonge Urban Design Guidelines adopted by Council in July of 2013 and as further revised in September 2013, and such further revisions as Council may adopt from time to time;
- b) the city-wide Tall Buildings Design Guidelines and Downtown Tall Building Vision and Supplementary Design Guidelines, adopted by Council in May of 2013, and such further revisions as Council may adopt from time to time;
- c) the Bloor Yorkville/North Midtown Urban Design Guidelines, adopted by Council in June of 2004, as may be revised by Council from time to time for development/redevelopment on lands fronting onto the south side of Charles Street East, generally located one block west of Bay Street to one block east of Church Street, and including the Bay Street and Isabella Character Areas; and
- d) other applicable policies and guidelines adopted by Council that may apply, including such further revisions thereto as Council may adopt from time to time.

5. CHARACTER AREA POLICIES

5.1 Bay Street Character Area

The Bay Street Character Area is a mature and largely built out area defined by a mix of uses including residential, office, institutional and commercial. Bay Street functions as an important spine through the city's downtown area transitioning between different uses and building heights and scale, and as a multi-modal transportation corridor. Growth is anticipated within the Bay Street Character Area in areas designated as *Mixed Use Areas*, save and except for the sub-area within the Bay Street Character Area designated as *Apartment Neighbourhoods* in the Official Plan. The *Apartment Neighbourhoods* area within the Bay Street Character Area is considered to be a stable area with limited lowrise infill potential.

The area on the west side of Bay Street designated as an *Institutional* area in the Official Plan will continue to be guided by the University of Toronto Secondary Plan. Best efforts will be made, however, to incorporate the public realm policies contained in this Official Plan amendment for those *Institutional* lands fronting onto Bay Street in order to establish a cohesive public realm plan along both sides of the Bay Street frontage.

Policies:

- 5.1.1 Development/redevelopment within the Bay Street Character Area will be located and massed to minimize shadow impacts throughout the day on adjacent *Apartment Neighbourhoods* lands, during all seasons of the year.
- 5.1.2 Development/redevelopment in the *Mixed Use Areas* portions of the Bay Street Character Area will provide an appropriate transition in scale and height to lower-scaled development in the *Apartment Neighbourhoods* area located within the adjacent St. Nicholas Character Area.
- 5.1.3 The only development/redevelopment permitted in the *Apartment Neighbourhoods* designated areas of the Bay Street Character Area will be sensitive low-rise infill that:

- a) respects and reinforces the general physical character, pattern, scale, massing, setbacks and heritage value of the area;
- b) maintains the prevailing patterns of landscaped open space; and
- c) makes best efforts to preserve and enhance existing private amenity space.

5.2 St. Nicholas Character Area

The St. Nicholas Character Area is designated *Apartment Neighbourhoods* in the Official Plan. It is considered a physically stable area primarily made up of residential uses in lower scale buildings such as detached dwellings, semi-detached dwellings, townhouses as well as interspersed walk-up apartments all ranging in height from 2 to 4 storeys. The area is also interspersed with minor commercial uses which add to its character. Significant growth and intensification are not intended within the St. Nicholas Character Area; however, sensitive low scale infill development/redevelopment that respects and reinforces the general physical character, pattern, scale, massing setbacks and heritage value of the St. Nicholas Character Area, may be permitted. The St. Nicholas Character Area will also be protected from new net shadow impacts caused by development/redevelopment in adjacent Character Areas, such as the Bay Street Character Area.

Policies:

- 5.2.1 Where a more intensive form of development/redevelopment than the prevailing building types has been approved within or adjacent to the St. Nicholas Character Area, it will not be considered to be the prevailing building type in the assessment of development proposals in the St. Nicholas Character Area.
- 5.2.2 All development/redevelopment within the Bay Street Character Area will be located and massed so as to minimize new net shadow impacts on the St. Nicholas Character Area at all times of the day and for all seasons of the year.
- 5.2.3 Development/redevelopment must provide an appropriate transition in scale and height between more intensive forms of development/redevelopment in the adjacent Character Areas, such as the Bay Street Character Area, down to the lower-scaled development of the St. Nicholas Character Area.

5.3 Yonge Street Character Area

Yonge Street is Toronto's main street. It has played many roles in the development of the city. Today it is a vibrant commercial corridor attracting local residents, workers and visitors to the city and commuters passing through. The Yonge Street Character Area plays a role in connecting and providing an identity to the Character Areas located east and west of it.

The Yonge Street Character Area is designated *Mixed Use Areas* in the Official Plan from Charles Street to Grenville Street and Wood Street along both sides of Yonge Street with an area designated *Parks* along the easterly boundary of the area between Charles Street East and Dundonald Street. The Yonge Street Character Area abuts areas designated *Apartment Neighbourhoods* to the east and west as well as an area designated *Neighbourhoods* between Gloucester and Dundonald Streets to the east.

Throughout the Yonge Street Character Area, existing buildings lining Yonge Street display a rhythm of narrow retail frontages that reference the street's historic character. Much of Yonge Street in the Official Plan amendment area between College/Carlton Streets and Charles Street is characterized by a

predominantly low-rise main street building typology with a prevailing street wall height of 2 to 4 storeys, retail frontages of around 5 metres in width and shallow lot depths of approximately 18, 25 or 30 metres. The core area is in the centre of the Yonge Street Character Area between Charles Street and Grosvenor Street on the west side of Yonge Street and Charles Street and mid-block between Alexander Street and Maitland Street on the east side of Yonge Street.

Both the north and south edges of this area are comprised of transitional height areas rising to height peaks as follows:

- i) Height Peak Area - located between the intersection of Yonge Street and College/Carlton Street (see Section 5.8 College/Carlton Street Character Area) and Grenville Street and Wood Street, as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies;
- ii) Height Transition Area - located between Grenville Street and Wood Street and Grosvenor Street on the west side of Yonge Street and mid-block between Alexander Street and Maitland Street on the east side of Yonge Street, as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies.

The continued success and unity of the Yonge Street Character Area, and areas to the east and west, will continue to lie in how development and redevelopment in the core, transition and peak areas responds to its historic main street context, reinforcing a pedestrian friendly micro-climate and retail uses along the street.

While tall buildings are generally not appropriate throughout this Character Area due to the prevalence of heritage properties and the existing low-rise built form character, exceptions will be recognized, where lot size, depth, specific location and context characteristics (such as heritage values) are able to accommodate a tall building and its servicing and parking requirements.

Policies:

- 5.3.1 Development/redevelopment must create a consistent street wall along Yonge Street to a maximum height of 18 metres or 4 storeys.
- 5.3.2 Development/redevelopment must require store frontage widths at grade along Yonge Street to be consistent with the average width of at grade retail that is currently found within 2 blocks to the north and south of a given site along either side of Yonge Street in the North Downtown Yonge Area.
- 5.3.3 Development/redevelopment must provide building setbacks to secure a sidewalk zone (measured curb to building face) at least 6 metres wide, or greater where established by the existing context or at corners, transit nodes, PATH access points, or other locations with significant pedestrian use. The sidewalk zone may be entirely public property or a combination of public and private property.
- 5.3.4 Development/redevelopment must provide, where commercial uses are planned at grade, building setbacks to secure a sidewalk zone on private property to support adequate space for cafe patios, outdoor displays and other marketing activities.
- 5.3.5 As the linear park system to the east of Yonge Street between Charles Street East and Dundonald Street is utilized by the community during all hours of the day, development/redevelopment, within or immediately adjacent to the Yonge Street Character Area, must demonstrate as part of the development

application review process that best efforts have been made to not cast any new net shadow on these linear parks during the day for all seasons of the year.

5.3.6 Development/redevelopment must have:

- a) a minimum setback of 20 metres from the Yonge Street frontage property line to the tower portion of any tall building development, where heritage properties are present on site; and
- b) a minimum setback of 10 metres from the Yonge Street frontage property line to the tower portion of any tall building development, where there are no on-site heritage properties.

5.3.7 Development/redevelopment must have the tower portion of any tall building development set back a minimum of 20 metres (excluding balconies) from property lines that abut a lower scale Character Area, including any area designated *Neighbourhoods* in the Official Plan.

5.3.8 The maximum height within areas identified as "Height Transition Area" in the Yonge Street Character Area, as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies, will be in the range of 45 storeys or 170 metres in height. Applications for these maximum heights will not be approved if the following potential height impacts have not been satisfactorily addressed through the development/redevelopment application review:

- a) the potential impacts on heritage properties located on or adjacent to the development site;
- b) the potential impacts on sunlight in parks and open spaces adjacent to the development site;
- c) the potential impacts on views of prominent and heritage properties, structures and landscapes on or adjacent to the development site; and
- d) the potential impacts on the site(s) ability to accommodate satisfactory separation and setback distance requirements.

5.3.9 Any development/redevelopment within the "Height Core Area" of the Yonge Street Character Area, as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies, will conserve, maintain and enhance the existing character, cultural heritage values, attributes and scale of the existing heritage properties and their context. The maximum height within the "Height Core Area" of the Yonge Street Character Area will be in the range of 4 storeys or 18 metres. Buildings higher than 18 metres may only be permitted if:

- a) no part of the building is located above the angular plane drawn from the Yonge Street lot line, commencing at a height of 18 metres above the street level, and then angling upwards at an angle of 75 degrees away from Yonge Street over the site; and
- b) where the site contains a heritage property, the heritage property can be retained in its entirety and appropriately incorporated into the development/redevelopment, in keeping with Section 6 of the North Downtown Yonge Site and Area Specific Policy.

5.4 Isabella Character Area

The Isabella Character Area is designated in the Official Plan as *Mixed Use Areas* along the south side of Charles Street East including one site on Isabella Street and *Apartment Neighbourhoods* for the remainder of the area to Gloucester Street. The area along Charles Street East, designated *Mixed Use Areas*, will continue to experience growth and change while the area to the south has remained relatively stable. Significant growth and intensification are not intended for the area south of the properties fronting on Charles Street East to Gloucester Street; however, sensitive low scale infill development that respects and reinforces the general physical character, pattern, scale, massing setbacks and height of this portion of the Isabella Character Area may be permitted.

Policies:

- 5.4.1 All development /redevelopment within the Yonge Street Character Area will be located and massed so as to minimize new net shadow impacts on the Isabella Character Area at all times of the day and for all seasons of the year.
- 5.4.2 Where a more intense form of development/redevelopment than the prevailing building types has been approved within or adjacent to the Isabella Character Area, it will not be considered to be the prevailing building type in the assessment of development/redevelopment proposals in the Isabella Character Area.
- 5.4.3 Development/redevelopment must provide an appropriate transition in scale and height between more intensive forms of development/redevelopment in the Isabella Character Area down to the lower-scaled development/redevelopment of the Gloucester/Dundonald Character Area.
- 5.4.4 The only development/redevelopment permitted within the *Mixed Use Areas* of Isabella Street and the *Apartment Neighbourhoods* designated areas of this Character Area, will be sensitive low-rise infill that:
 - a) respects and reinforces the general physical character, pattern, scale, massing, setbacks and heritage value of this Character Area;
 - b) maintains the prevailing patterns of landscaped open space; and
 - c) makes best efforts to preserve and enhance existing private amenity space.

5.5 Gloucester/Dundonald Character Area

The Gloucester/Dundonald Character Area is designated *Neighbourhoods* in the Official Plan between Gloucester Street and Dundonald Street. On the south side of Dundonald Street there is one site designated as *Mixed Use Areas* with the remainder of the south side of the street designated as *Apartment Neighbourhoods* in the Official Plan. This Character Area is bounded on the north by *Apartment Neighbourhoods* and on the south by areas designated *Mixed Use Areas*, *Parks* and *Apartment Neighbourhoods*. Immediately adjacent to the west is the south portion of the linear park system over the Yonge Street subway, designated as *Parks*.

The Gloucester/Dundonald Character Area is a stable area with low-rise residential being the predominant building type. Significant growth and intensification are not intended within this Character Area; however, sensitive low scale infill development that respects and reinforces the general physical character, pattern, scale, massing setbacks and heritage value of this Character Area, may be permitted.

Policies:

- 5.5.1 Where a more intense form of development/redevelopment than the prevailing building types has been approved within or adjacent to the Gloucester/Dundonald Character Area, it will not be considered to be the prevailing building type in the assessment of development/redevelopment proposals in the Gloucester/Dundonald Character Area.
- 5.5.2 The Gloucester/Dundonald Character Area will be protected from new net shadow impacts resulting from development/redevelopment in the adjacent Character Areas. All development/redevelopment within the Yonge Street Character Area, the Wellesley/Wood Character Area and the Church Street Village Character Area will be located and massed so as to minimize new net shadow impacts on the Gloucester/Dundonald Character Area at all times of the day and for all seasons of the year.
- 5.5.3 Development/redevelopment must provide an appropriate transition in scale and height between more intensive forms of development/redevelopment in the adjacent Character Areas down to the lower-scaled development/redevelopment of the Gloucester/Dundonald Character Area.

5.6 Wellesley Wood Character Area

The Wellesley Wood Character Area is designated *Apartment Neighbourhoods* in the Official Plan from north to south partly from Dundonald Street to Maitland Street then fully from Maitland Street to Wood Street. This part of the Character Area is a primarily stable area consisting of "tower in the park" apartment buildings. This *Apartment Neighbourhoods* area provides a transition to the low-rise *Neighbourhoods* area to the north and the *Mixed Use Areas* to the east (Church Street Character Area), south (College/Carlton Street Character Area) and west both within and outside of this Character Area.

The Wellesley Wood Character Area is also designated *Mixed Use Areas* from Dundonald Street to Maitland Street on the west side of the Character Area that extends east along Wellesley Street. Wellesley Street along the north and south side contains a mix of uses including residential, office and retail. It is also the location of a transit node at the Wellesley subway station. This portion of the Character Area may be appropriate for limited infill growth subject to the development policies noted below.

Policies:

- 5.6.1 Development /redevelopment within the Wellesley Wood Character Area will be located and massed so as to minimize new net shadow impacts on adjacent lower-rise areas designated *Neighbourhoods* and *Apartment Neighbourhoods* at all times of the day and for all seasons of the year.
- 5.6.2 The only development/redevelopment permitted within the *Apartment Neighbourhoods* designated areas of this Character Area, will be sensitive low-rise infill that:
- a) respects and reinforces the general physical character, pattern, scale, massing, setbacks and heritage value of the area;
 - b) maintains the prevailing patterns of landscaped open space; and
 - c) makes best efforts to preserve and enhance existing private amenity space.
- 5.6.3 Development/redevelopment must provide an appropriate transition in scale and height between designated *Mixed Use Areas* where there is more intensive forms of development/redevelopment and

lower-scaled development in areas designated *Apartment Neighbourhoods* within this Character Area and in areas designated *Neighbourhoods* in the adjacent Character Areas.

5.7 Church Street Village Character Area

The heart of the Church Street Village, located between Dundonald Street and Alexander Street to the south, is designated as *Mixed Use Areas*. The remainder of this Character Area is a mix of areas designated *Apartment Neighbourhoods* along and in and around Church Street with several pockets of areas designated as *Neighbourhoods*.

Within the Church Street Village Character Area, Church Street has evolved into the village hub of the LGBTQ communities. The village atmosphere provides a welcoming and eclectic environment with a range of uses that provide for both the local community and tourist activity. Church Street Village is the central location of the annual Pride Week celebrations, the largest event of its kind in North America. The hub of the Church Street Village is the 519 Community Centre, which is a heritage designated property surrounded by parkland and is designated *Parks*.

The Church Street Village Character Area is regarded as a stable area that should experience limited growth, both along Church Street and in the residential areas abutting and surrounding it.

Development and redevelopment should reinforce the core village area as a low to mid-rise pedestrian oriented main street with street related retail uses and narrow retail frontages subject to angular provisions for portions of this Character Area.

The 519 Church Street community hub and the surrounding park should be protected from new net shadow impacts of development and redevelopment. Opportunities to expand the parkland should be explored as part of any ongoing development approvals in the area. The Church Street Public School site, located within this Character Area, and considered to have valuable publically accessible open space, should also be protected from the new net shadow impacts of development and redevelopment.

The area south of Wood Street has been identified as an area suitable for tall building development/redevelopment within a height range of 47 metres to 77m (15 storeys to 25 storeys) in the Supplementary Downtown Tall Buildings Vision and Design Guidelines. The height for development/redevelopment will be considered provided that these 3 factors are taken into account: the impact of development/redevelopment on sunlight in adjacent parks and open spaces; setback requirements to lower scale areas; and building frontage along "Priority Retail Streets".

Policies:

5.7.1 The only development/redevelopment permitted within the *Mixed Use Areas* and *Apartment Neighbourhoods* designated areas of this Character Area will be sensitive low-scale infill that:

- a) respects and reinforces the general physical character, pattern, scale, massing, setbacks and heritage value of this Character Area;
- b) maintains the prevailing patterns of landscaped open space;
- c) respects and reinforces the preservation and enhancement of existing private amenity space; and

- d) respects and reinforces the fine grain retail at grade (where permitted) and the low-rise scale of existing development.
- 5.7.2 Development/redevelopment located within this Character Area between Wood Street and Charles Street East must ensure that no part of any building is located above the angular plane drawn from the Church Street lot line, commencing at a height of 16 metres above the street level, and then angling upwards at an angle of 44 degrees away from Church Street over the site.
- 5.7.3 Development/redevelopment within the Church Street Village Character Area will be located and massed so as to minimize new net shadow impacts on areas designated *Neighbourhoods*.
- 5.7.4 Development/redevelopment will cast no new net shadow on the parkland forming part of 519 Church Street community hub for a period of 6 hours generally between the hours of 10:00 AM and 4:00 PM on March 21st and September 21st.
- 5.7.5 Development/redevelopment must make best efforts as part of the development application review process to not cast new net shadow on the Church Street Public School site throughout the day for all seasons of the year.
- 5.7.6 Development/redevelopment must require store frontage widths at grade along Church Street to be consistent with the average width of at grade retail that is currently found within 2 blocks to the north and south of a given site along either side of Church Street in the North Downtown Yonge Area.

5.8 College/Carlton Street Character Area

Carlton Street Character Area College/Carlton Street and the area around it is designated as a *Mixed Use Areas* in the Official Plan. The College/Carlton Street Character Area is a mature area with a diverse mix of office, residential, retail and institutional uses. This area is a key transportation link that is serviced by the College subway station and inter-connecting east/west and north/south streetcar and bus connections. The area includes a number of designated heritage buildings:

- i) "College Park" located on the south west corner of Yonge Street and College Street which today contains a mix of retail, office, institutional and residential uses;
- ii) the newly renovated "Maple Leaf Gardens" located at the north west corner of Church Street and Carlton Street, which contains retail and ea. The intersection of Yonge Street and College Street is identified as a "Height Peak Area" in the North Downtown Yonge Urban Design Guidelines.
- iii) "Oddfellows' Hall" which contains a range of commercial uses and is located at the north-west intersection of College and Yonge Streets.

Higher intensity development/redevelopment is anticipated for portions of the College/Carlton Street Character Area. The intersection of Yonge Street and College Street is identified as a "Height Peak Area" in the North Downtown Yonge Urban Design Guidelines.

Policies:

- 5.8.1 The maximum height within areas identified as "Height Peak Area" in the College/Carlton Street Character Area, as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies, will

be in the range of 55 storeys or 190 metres in height. Development/redevelopment applications for these maximum heights in the Height Peak Area may only be considered for approval if the following potential impacts of height have been satisfactorily addressed, as part of the development/redevelopment application review process:

- a) the potential impacts on heritage properties located on or adjacent to the development site;
- b) the potential impacts on sunlight in parks and open spaces in proximity to the development site; and
- c) the potential impacts on views of prominent and heritage properties, structures and landscapes on or adjacent to the development site.

5.8.2 Development/redevelopment must provide an appropriate transition in scale and height between more intensive forms of development and redevelopment in the College/Carlton Street Character Area down to the lower-scaled development in the Wellesley Wood Character Area and Church Street Village Character Area.

5.8.3 Development/redevelopment must provide building setbacks to secure a sidewalk zone (measured curb to building face) at least 6 metres wide, or greater where established by the existing context or at corners, transit nodes, PATH access points, or other locations with significant pedestrian use. The sidewalk zone may consist entirely of public property or a combination of public and private property.

5.8.4 Where commercial uses are planned at grade, development/redevelopment must provide building setbacks to secure a sidewalk zone on private property to support adequate space for cafe patios, outdoor displays and other marketing activities.

5.8.5 Development/redevelopment must have:

- a) a minimum setback of 20 metres from the Yonge Street frontage property line to the tower portion of any tall building development where heritage properties are present on site; and
- b) a minimum setback of 10 metres from the Yonge Street frontage property line to the tower portion of any tall building development where there is no on-site heritage.

5.8.6 The maximum height for the area located along the south of Wood Street for properties fronting onto Church Street within the Church Street Village Character Area will be in the range of 47 metres to 77 metres (15 storeys to 25 storeys).

5.8.7 Development/redevelopment applications for these maximum heights may only be considered for approval if the following potential impacts of height have been satisfactorily addressed, as part of the development/redevelopment application review process:

- a) the potential impacts on heritage properties located on or adjacent to the development site;
- b) the potential impacts on sunlight in parks and open spaces adjacent to the development site;
- c) the potential impacts on views of prominent and heritage properties, structures and landscapes on or adjacent to the development site; and

- d) the potential impacts on the given site(s) accommodating satisfactory separation and setback distance requirements.

5.8.8 Development/redevelopment must require store frontage widths at grade along Yonge Street and Church Street to be consistent with the average width of at grade retail that is currently found within 2 blocks to the north and south of a given site along either side of Yonge Street or Church Street in the North Downtown Yonge Area.

6. AREA WIDE POLICIES

The Area Wide Policies detailed below will be further informed by the North Downtown Yonge Urban Design Guidelines adopted by Council in June of 2013, with revisions adopted by Council in October 2013, and such further revisions as may be adopted by Council from time to time and by the city-wide Tall Buildings Design Guidelines and Supplementary Downtown Tall Buildings Vision and Design Guidelines, adopted by Council in May of 2013, and such further revisions as may be adopted by Council from time to time.

6.1 Heritage

The North Downtown Yonge Site and Area Specific Policy has a strong heritage fabric throughout all of its Character Areas with the largest number of heritage properties being located along Yonge Street.

Heritage properties, buildings, or landscapes within the North Downtown Yonge Site and Area Specific Policy area have been either listed or designated on the City of Toronto Heritage Register (City of Toronto Inventory of Heritage Properties) or identified as potential heritage properties to be protected under the *Ontario Heritage Act* at a future time.

Historic Yonge Street Heritage Conservation Study Area

The area in and around Yonge Street from College/Carlton Streets north to Davenport Road, has also been identified as a potential Heritage Conservation District (HCD). A study process is currently underway to determine if a Heritage Conservation District Plan (HCD) will be warranted for this area.

Policies:

- 6.1.1 Development/redevelopment and alterations within the North Downtown Yonge Area will respect, conserve and maintain the integrity of the cultural heritage values and attributes of heritage properties throughout the area.
- 6.1.2 Development/redevelopment will provide appropriate transition through setbacks, stepbacks and stepping down of height in order to protect and mitigate negative impacts upon heritage properties, significant views and the distinctive characteristics of potential or existing heritage conservation districts.
- 6.1.3 Buildings possessing cultural heritage value or interest and potential cultural heritage landscapes will be evaluated, protected and conserved in accordance with relevant legislation, including the *Ontario Heritage Act* and the *Planning Act*, as well as provincial policy, the heritage policies in the City of Toronto Official Plan, the policies of this area specific OPA and *the Standards and Guidelines for the Conservation of Historic Places in Canada*.

- 6.1.4 *Heritage Impact Assessments* will be required for development applications that affect identified and potential heritage properties within this policy area.
- 6.1.5 Wherever possible, development/redevelopment will conserve built and landscape heritage properties and be of a scale, form and character that supports, complements and integrates these resources. Development/redevelopment will mitigate any potential negative impact upon a heritage property or potential heritage property.
- 6.1.6 Areas identified as having archaeological potential are shown on the City of Toronto Archaeological Master Plan. Any soil disturbance or proposed development/redevelopment in areas of potential will require a Stage 1-2 Archaeological Assessment to be submitted during the development application review process.
- 6.1.7 Heritage properties will be conserved in any development/redevelopment sites as described in further detail in the Character Area policies and consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada* and the City of Toronto Official Plan, as amended.

6.2 Park and Open Space

The parks and open space system is a fundamental element to providing recreational opportunities and spaces for social activity. The North Downtown Yonge Area has been identified as a park deficient area according to city standards. The existing park space consists of a small linear public park system east of Yonge Street running north-south over the Yonge subway line. In addition to the linear park system, there are several small dispersed park blocks that are poorly connected to pedestrian pathways, sidewalks, buildings and to the overall parks network. The open space system consists primarily of privately owned publicly accessible open space (including courtyards, forecourts and squares), school yards and publicly accessible green roofs.

There are several opportunities to increase the amount of public park land and privately owned publicly accessible open space. However, the priority within the North Downtown Yonge Area will be to: expand existing parkland wherever possible so as to create larger more viable parcels; provide more parkland through dedication and acquisition; and, create linkages between parks and open spaces.

The parks and open space system will be comprised of a hierarchy of spaces that include existing and potential parks and open spaces such as plaza courtyards, forecourts, and squares as shown on Map 2, Open Space Network and Height Areas, found at the end of these policies. The parks and open space system will be linked by a continuous system of easy to access and easy to use accessible open space linkages that will also reflect the area's heritage character.

Policies:

- 6.2.1 It is the objective of Council to create new parks and open space wherever possible through innovative parkland acquisition and through privately owned publicly accessible open space.
- 6.2.2 It is the objective of Council to encourage the assembly of land for park purposes through on-site and/or off-site parkland dedication as part of the development/redevelopment application review process.
- 6.2.3 It is the objective of Council to provide accessible, high quality, barrier free and well designed parks, plazas and open spaces.

- 6.2.4 It is the objective of Council to provide new parkland, as opportunities arise, within the North Downtown Yonge Area, including:
- a) the creation of a parkette generally under 0.5 hectares in size, as part of the redevelopment of the Toronto Parking Authority lot at 15 Wellesley Street East;
 - b) the expansion of Norman Jewison Park to the west through the transfer of land from the Toronto Parking Authority;
 - c) the creation of a neighbourhood park generally over 0.5 hectare in size at 11 Wellesley Street West to be located on the south side of Wellesley Street West, application review process.
- 6.2.5 For the area west of Yonge Street and north of Wellesley Street West, it is the objective of Council to provide opportunities for on-site dedications and new and improved publically accessible open space as part of the development/redevelopment application review process.
- 6.2.6 For the area east of Yonge Street, between Charles Street East and Carlton Street, it is the objective of Council to expand the existing parks network through off-site and on-site dedications and/or acquisitions that form part of the development/redevelopment application review process.
- 6.2.7 It is the objective of Council to create opportunities for greening and additional park and open space linkages through the creation and addition of plaza forecourts, tree plantings, green or enhanced streetscapes, and boulevard parking reclamations.
- 6.2.8 It is the objective of Council to protect sunlight in parks by mitigating or eliminating shadow impacts of development and redevelopment on parks and open spaces.
- 6.2.9 It is the objective of Council to ensure that development/redevelopment will not cast any new net shadow on Opera Place Park Street between 12 Noon and 2:00 PM on March and September 21st, and should the opportunity arise to expand Breadalbane Park, for a period of 6 hours generally between the hours of 10:00 AM and 4:00 PM on March 21st and September 21st.
- 6.2.10 It is the objective of Council, as part of development/redevelopment application review process, to provide linkages and strong physical connections between the linear parks and to create or improve existing pedestrian connections to existing parks and open space as well as to potential parks and open space and in particular:
- a) the linear park system east of Yonge Street that extends between Charles Street East and Dundonald Street; and
 - b) the potential open space at 15 Wellesley Street East, Alexander Park, the potential parkland at 11 Wellesley Street West, and Cawthra Park.

6.3 The Public Realm

The public realm is comprised of streets, parks, civic buildings and other publicly owned and publically accessible land that give an area its sense of place. The quality, attractiveness and character of the public realm relates directly to the quality of the surrounding development including public art, private courtyards, plazas, development setbacks, walkways, patios, accessible rooftops and overall building

design. The following public realm policy objectives will guide development review and public realm planning as appropriate.

Policies:

- 6.3.1 It is the objective of Council to enhance streetscape design through tree plantings, paving materials, street furniture, landscape planters, decorative pedestrian scale street lighting and public art.
- 6.3.2 It is the objective of Council to expand and improve public spaces through enhanced streetscape design, tree planting, street furniture, pavement treatment, well-designed and barrier-free sidewalks or other paths of travel.
- 6.3.3 It is the objective of Council to enhance the design of the rights-of-way of the Yonge Street and Church Street to improve pedestrian comfort, safety and utility.
- 6.3.4 It is the objective of Council to review development/redevelopment applications in terms of achieving the following public laneway improvement objectives as part of the development application review process:
 - a) a minimum laneway width of 6 metres;
 - b) additional setbacks, where possible as part of the development application review process, in order to better accommodate north-south pedestrian connections and movement through the area;
 - c) raised or well demarcated and barrier-free paths of travel along the laneways to improve pedestrian safety and movement; and
 - d) re-surfacing of laneways with brick pavers or other materials, where appropriate, to complement the heritage character of the area.
- 6.3.5 It is the objective of Council to encourage at-grade commercial uses along the following public laneways in the area: St. Vincent Lane; St. Luke Lane; Reverend Porter Lane; Gloucester Lane; and, Maitland Terrace.
- 6.3.6 It is the objective of Council to create an enhanced the public realm and support pedestrian movement by expanding the sidewalk width, mid-block access, well designed promenades and potential new mid-block connections.
- 6.3.7 It is the objective of Council to design and locate public realm elements within a given Character Area to have consideration for interconnectivity with adjacent Character Areas and with the surrounding neighbourhoods.
- 6.3.8 It is the objective of Council to integrate lighting, furniture, paving and landscaping on private lands with those on public lands.
- 6.3.9 It is the objective of Council to incorporate forecourts and sidewalks for street activities, sidewalk cafes and spill-out retail.
- 6.3.10 It is the objective of Council to expand and improve pedestrian and cycling linkages as part of the development/redevelopment application review process.

- 6.3.11 It is the objective of Council to plan and design the public realm to encourage walking, cycling, transit use, and car sharing as means to reduce the use of private automobiles.
- 6.3.12 It is the objective of Council to encourage opportunities for additional transit access locations and for internalizing new subway access locations into buildings to address increasing population and employment in the area, while ensuring that internalized subway entries do not negatively impact heritage properties.
- 6.3.13 It is the objective of Council to widen the setbacks on east-west streets as part of the development/redevelopment application review process to widen sidewalks to a minimum width of 6 metres.
- 6.3.14 It is the objective of Council to create gateways into Character Areas that accentuate entry points through distinctive architectural design, façade treatment, special landscape, plazas and open spaces and public art installations.
- 6.3.15 It is the objective of Council to terminate view corridors with distinct architectural design and landscape design and public art installations.
- 6.3.16 It is the objective of Council that views the following properties on the heritage register will be conserved, consistent with the view protection policies of Sections 3.1.1 and 3.1.5 of the Official Plan. Public and private development will preserve views to these heritage properties as follows:

a) **College Park [H], 444 Yonge Street**

College Park can be viewed from several vantage points within the Yonge Street corridor. The entirety of its east facing facade can be viewed from the north-east corner of Yonge Street and Wood Street. The entire north facing façade can be viewed from College Street and the north-east corner of Bay Street. Both facades can be viewed together from the north-east corner of Yonge Street and Carlton Street.

b) **OddFellows' Hall [H], 2 College Street and 450 Yonge Street**

The Oddfellows' Hall located on the north-west corner of Yonge Street and College Street can be viewed from several vantage points in the Yonge Street and College/Carlton Street corridor. The east facing façade and towers of the property can be viewed from the north-east corner of Alexander Street and Yonge Street, as well as from the south-east corner of Carlton Street and Yonge Street. The property can be seen in its entirety from the south-east corner of Yonge Street and Carlton Street as well as from the sidewalk on the south side of Carlton Street in front of the drive way entrance to 25 Carlton Street.

c) **Masonic Hall [H], 601-613 Yonge Street, 2 Gloucester Street**

The Masonic Hall at the north-east corner of Yonge Street and Gloucester Street can be viewed in its entirety looking north from the north-west corner of Yonge Street and St. Joseph Street. The prominent tower and west facing facade can be viewed from Irwin Avenue and St. Nicholas

Lane as well as Cottage Lane. Its southern façade and corner tower can also be seen from the south side of Gloucester Street when viewed from the northern entry to James Canning Park.

d) **Clock Tower [H], 484 Yonge Street**

The fire hall clock tower on the west side of Yonge Street, located mid-block between Grenville Street and Grosvenor Street can be viewed from the corners of Grosvenor Street and Yonge Street as well as the corners of Grenville Street and Yonge Street. The tower is also a prominent view from the west side of Yonge Street between the south side of College/Carlton Street and north side of Charles Street.

The properties noted above will be added to maps 7a and 7b of the Official Plan, upon implementation of OPA 199.

View measurement points to the heritage properties noted above will be to the satisfaction of City of Toronto Heritage Preservation Services staff.

- 6.3.17 It is the objective of Council that a Heritage Impact Assessment should be required where a development/redevelopment application may obstruct or detract from a view included in this Site and Area Specific Policy.

6.4 Urban Design

Revitalization within the North Downtown Yonge Site and Area Specific Policy is expected to occur through redevelopment, renewal and infill. Together with the policies of the North Downtown Yonge Site and Area Specific Policy, new development will be further informed by the North Downtown Yonge Urban Design Guidelines, the Tall Building Design Guidelines and the Downtown Tall Buildings Vision and Supplementary Design Guidelines.

Policies:

- 6.4.1 Development/redevelopment will have a high standard of design, be appropriately scaled, relate positively to the existing and planned context and contribute to enhancing the surrounding public realm.
- 6.4.2 Development/redevelopment will provide for a transition from higher building forms to adjacent lower scale areas to fit to its surroundings with setbacks, stepbacks, height restrictions, angular planes, appropriate floorplate areas and façade articulation being used to achieve appropriate transition in scale.
- 6.4.3 The portion of the base building of a tall building immediately adjacent to the lower scale area will generally be no higher than the height of the adjacent buildings, transitioning into a higher base as the distance from the lower scale area increases.
- 6.4.4 Where a tall building is proposed close to a lower scale area residential area, the tower portion of the tall building will be set back a minimum of 20 metres, excluding balconies, from any such abutting property line.
- 6.4.5 The tower portions of tall building development will have floor plate sizes and tower separation distances that protect access to sunlight, sky view and privacy as more fully identified in the Tall Buildings Design Guidelines and Downtown Tall Buildings Vision and Supplementary Design Guidelines.

6.4.6 Above grade parking is not permitted except where a property is located directly above the Yonge subway line and it is demonstrated that it is not possible to construct below grade parking because of the subway. Above grade parking will be lined with residential units, offices, retail, institutional or indoor recreational uses on exterior walls so that the above grade parking is not visible.

6.4.7 Tall buildings will not generally be permitted on:

- a) sites that are not able to meet the separation, stepback and setback distance requirements of the North Downtown Yonge Urban Design Guidelines, the Tall Buildings Design Guidelines and Downtown Tall Buildings Vision and Supplementary Design Guidelines; and
- b) have an existing or planned context which does not contemplate tall buildings as a suitable form of development.

6.5 Incentives

The policies of Section 5.1.1 of the Official Plan regarding Section 37 of the *Planning Act* will apply to the North Downtown Yonge Site and Area Specific Policy, with the additional following policy direction.

In determining community benefits the following will be considered priorities, although others may also be secured, as appropriate, and should be considered in the context of the policies of the Official Plan, the North Downtown Yonge Site and Area Specific Policy and the North Downtown Yonge Urban Design Guidelines:

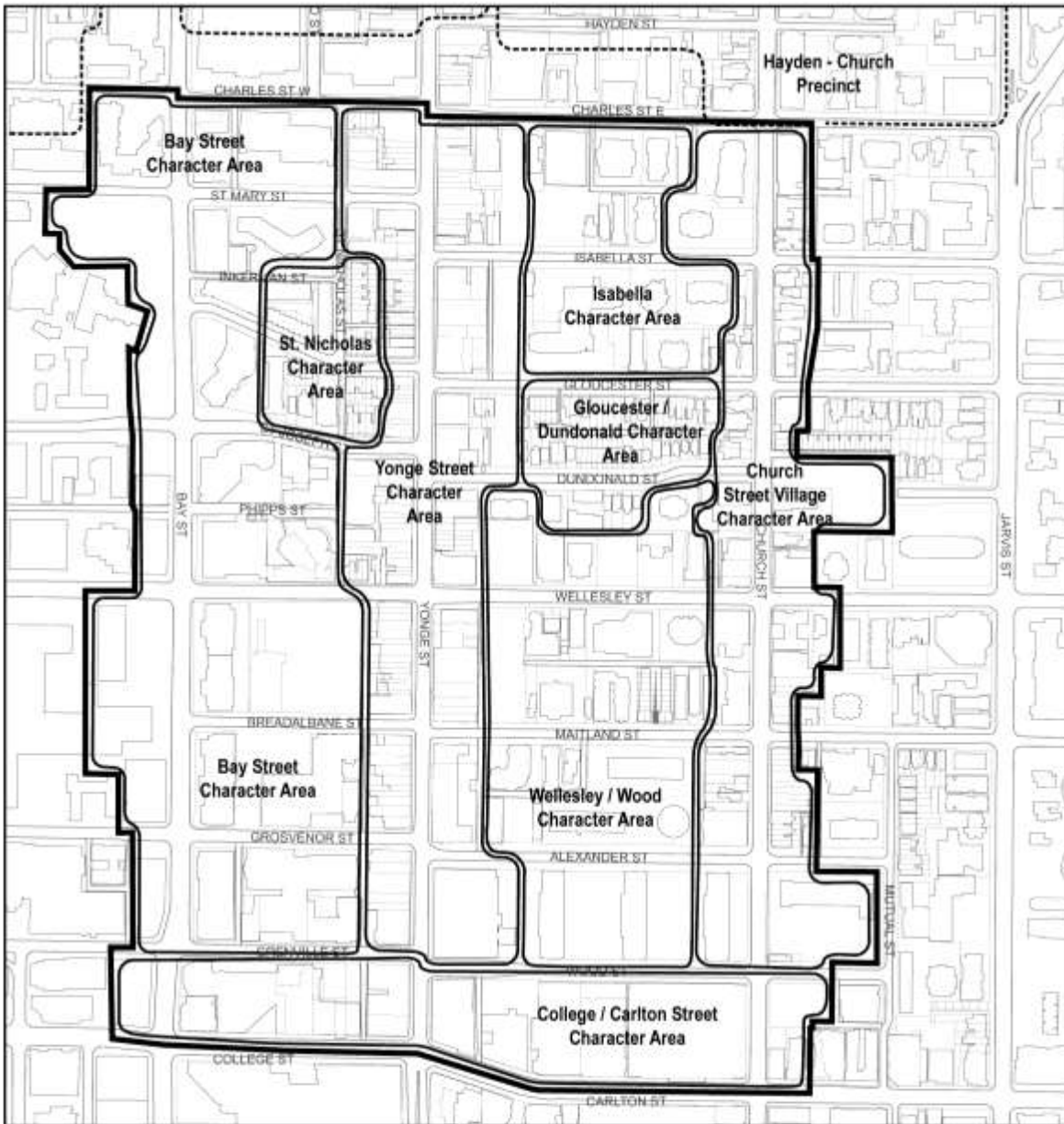
- i) improvements and expansions to local parks;
- ii) establishment of new or expansions to existing non-profit community services and facilities, including community service program space;
- iii) non-profit childcare facilities;
- iv) improvements to local library facilities;
- v) affordable housing;
- vi) public art; and
- vii) improvements to public transit and PATH system connections.

6.6 Interpretation

6.6.1 This North Downtown Yonge Site and Area Specific Policy should be read as a whole and with the policies of the Official Plan to understand its comprehensive and integrative intent as a policy framework for decision making.

6.6.2 This North Downtown Yonge Site and Area Specific Policy has its policies under the heading of "Policies". Additional text has been provided in addition to the "Policies" to provide context and background and to assist in better understanding the intent of the Area Specific policies.

- 6.6.3 Where the policies of this North Downtown Yonge Site and Area Specific Policy state "in the range of" in relationship to "Height Peak" and "Height Transition" areas in the Yonge Street Character Area and the College/Carlton Character Area, this reference to range is intended to not exceed 3 storeys or 10 metres (rooftop mechanicals included) above the Height stated in the given policies.
- 6.6.4 Where the policies of this North Downtown Yonge Site and Area Specific Policy state that development/redevelopment should be located and massed so as to "minimize shadow impacts" or "minimize new net shadow impacts" either within the character area or on an adjacent lower rise area, this is intended to mean that:
- a) shadow should be adequately reduced or limited on lower rise areas and *Neighbourhoods* to preserve the utility of their open spaces, whether these be private or public; and
 - b) in reference to shadow on specific parks, shadow should be adequately reduced, minimized or eliminated to preserve the utility of the given park for those periods of time and seasons when the park is most heavily used by the public.
- 6.6.5 Where the policies of this North Downtown Yonge Site and Area Specific Policy state that development/redevelopment within or immediately adjacent to an area should demonstrate that "best efforts have been made to not cast any new net shadow" this is intended to mean that recognized planning tools and performance standards have been employed to analyze the impact of new development/redevelopment on creating shadow, through the completion of sun-shadow studies, massing studies, building orientation and location studies and floor plate size analysis. The sun-shadow study analysis should include specific time periods and seasons during which it has been determined that shadowing should be avoided in the context of a given Character Area and/or specific park.
- 6.6.6 The policies of the Official Plan apply to the North Downtown Yonge Site and Area Specific Policy area, save and except in the case of any conflict with the Official Plan, in which case the North Downtown Yonge Site and Area Specific Policies prevail.



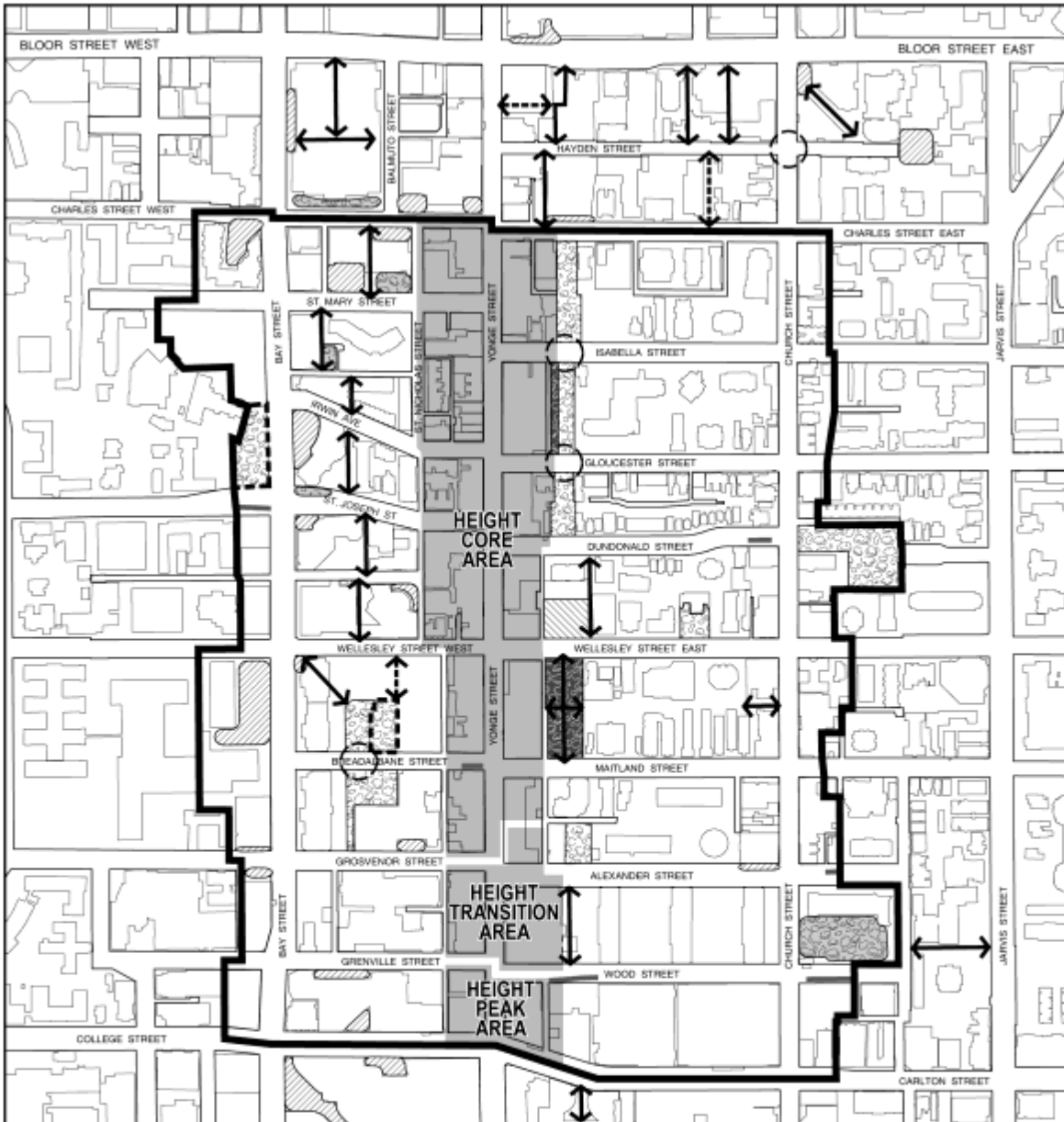
Toronto City Planning
 Official Plan Amendment #183
 Map 1: Character Areas

North Downtown Yonge
 Planning Framework Study

File # 11 247686

— Character Areas

↑
 Not to Scale
 11/13/2013



Toronto City Planning

Official Plan Amendment #183

Map 2: Open Space Network and Height Areas

North Downtown Yonge
Planning Framework Study

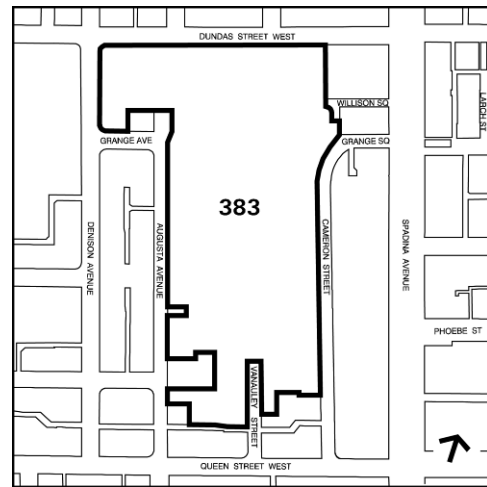
File # 11 247686



Not to Scale
11/12/2013

383. North of Queen Street West, east of Denison Avenue, south of Dundas Street West, and west of Cameron Street

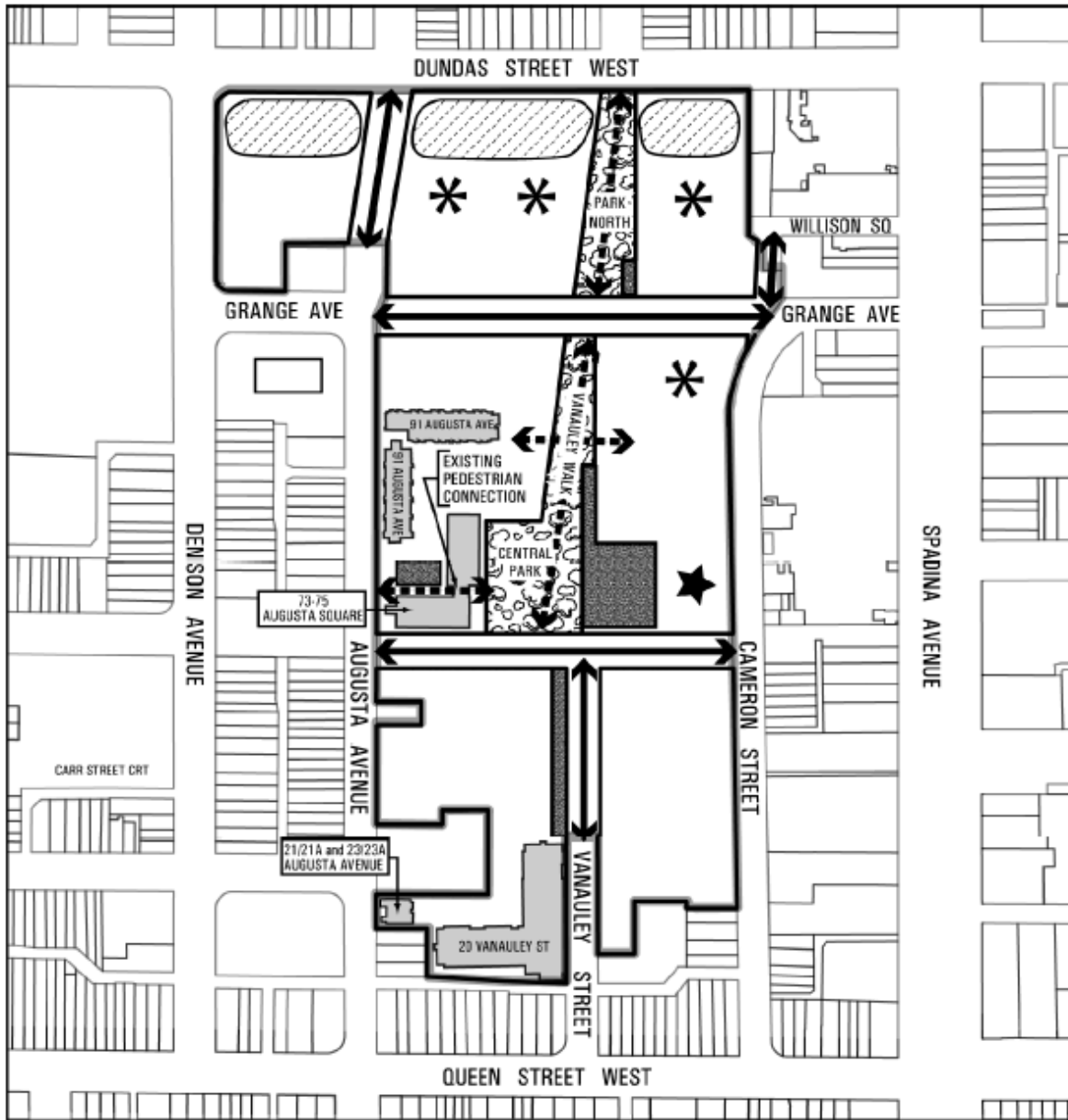
- a) The vision for the lands is a complete, sustainable, mixed-income and mixed-use community located in Downtown Toronto. The planned community will be connected to, but distinct from the nearby downtown communities of Kensington Market, Chinatown, Queen West, and others. The revitalization of the lands will be achieved through protecting tenants' rights and, in particular, Zero Displacement of existing tenants and housing co-operative members. The revitalized community will continue to be socially cohesive and strive to enhance opportunities for existing and future residents of the area. As a comprehensively and collaboratively planned community, the 10-15 year revitalization process will continue to be inclusive of and respectful to the diverse residential population.



b) Overall Planning Framework

i. Structure

Map 1 of 3 shows the Alexandra Park Area Structure.

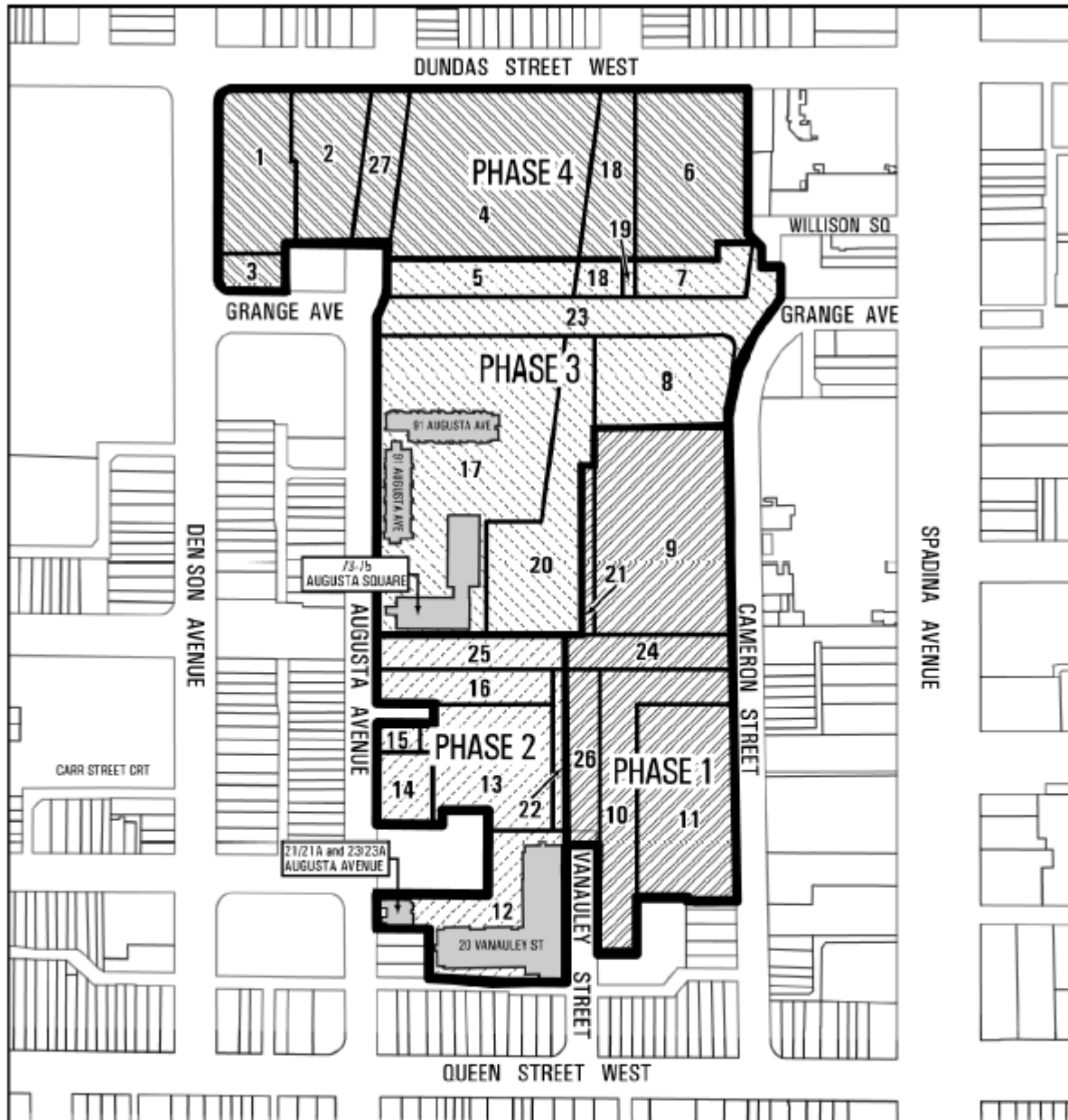


Map 1 of 3
Alexandra Park Area Structure



ii. Phasing

Map 2 of 3 shows the Phasing for revitalization of the lands.



Map 2 of 3
Phasing

 ALEXANDRA PARK AND ATKINSON HOUSING CO-OP AREA
 BLOCK
 EXISTING BUILDINGS TO BE RETAINED

PHASING

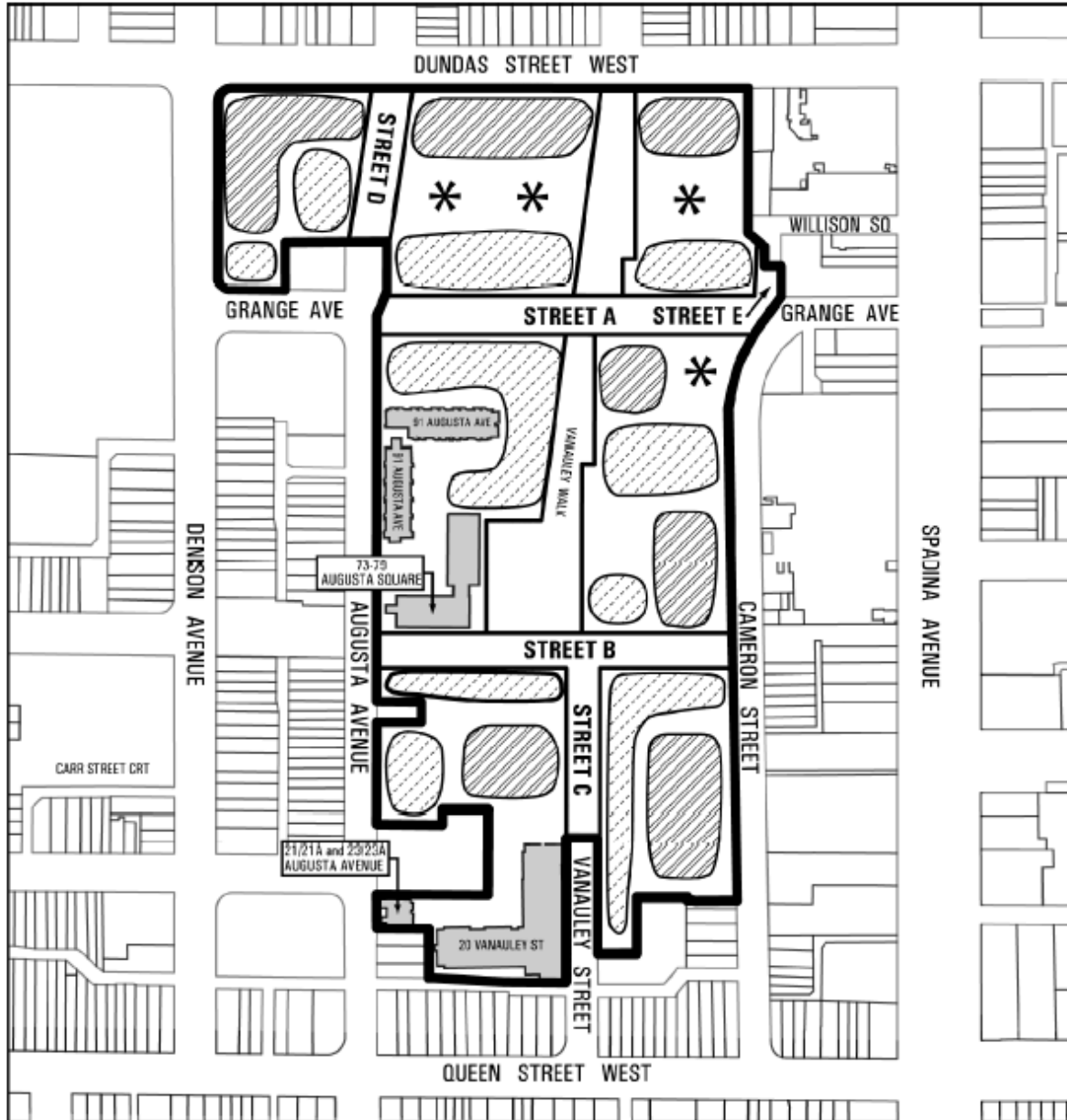
 PHASE 1  PHASE 3
 PHASE 2  PHASE 4



Not to Scale
05/28/2012

(c) Built Form and Public Realm

i. Building Type Areas



Map 3 of 3
Building Type Areas




 Not to Scale
 05/28/2012

- 1) Tall Buildings (13-17 storeys)
 - a) Map 3 of 3 shows locations for tall buildings. These planned locations are intended to:
 - minimize shadow impacts on the public rights-of-way, public and private open spaces, including backyards of replacement townhouses;
 - generally be located away from and/or north of the low-rise buildings; and
 - achieve a 45 degree angular plane from Dundas Street West.
 - b) no tall building will have a tower floor plate in excess of 750 square metres; and
 - c) all tall buildings will have regard for the Design Criteria for Review of Tall Building Proposals (June 2006), as may be amended.
- 2) Mid-Rise Buildings (5-12 storeys)
 - a) Map 3 of 3 shows locations for mid-rise buildings. These planned locations are intended to:
 - provide a transition between tall and low-rise buildings; and
 - achieve a 45 degree angular plane measured from any point along the property line on Dundas Street West, 16 metres above grade; and
 - b) all mid-rise buildings will have regard for the Avenues and Mid-Rise Building Study (May 2010), as may be amended.
- 3) Low-Rise Buildings (1-4 storeys)
 - a) Map 3 of 3 shows locations for low-rise buildings. These planned locations are intended to:
 - be centred on and around the public park system, including the Community Recreation Hub; and
 - generally be situated south of and/or away from taller buildings to maximize light, view and privacy. (b) all low-rise buildings will have regard for Infill Townhouse Design Guidelines (January 2003).
 - b) all low-rise buildings will have regard for Infill Townhouse Design Guidelines (January 2003).

ii. Urban Design Guidelines

- 1) Urban Design Guidelines for the lands will be adopted by Council and will, among other matters establish a context for co-ordinated development of the Area and will address:
 - a) Street and Block Pattern;
 - b) Built Form;
 - c) Building Heights;
 - d) Parks and Open Space;
 - e) Streetscape Design;
 - f) Sustainability;
 - g) Parking and Access;
 - h) Servicing; and
 - i) Phasing.
- (2) The Urban Design Guidelines will be used to:
 - a) guide development to implement the Official Plan and this Site and Area Specific Policy; and
 - b) evaluate applications for Plan of Subdivision, Consent, Site Plan Approval and any variances to the zoning by-law, as required.
- 3) Development will have regard for Council-adopted urban design guidelines respecting the lands.
- 4) No changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the planned physical character of the lands.

iii. Dundas Commercial Frontage

- 1) A majority of the Dundas Street frontage shown on Map 1 of 3 will consist of retail and mixed commercial uses on the ground floor.
- 2) Development fronting on Dundas Street West will have regard for the Dundas Streetscape Study and Implementation Plan (July 2011), as may be amended.

iv. Public Art

- 1) Public Art in the lands will contribute to the character of the neighbourhood by enhancing the quality of public spaces and places that are publicly accessible and visible. The art themes should express community heritage, identity and cultural diversity while creating a sense of place.

- 2) The owner will prepare a District Public Art Plan for the lands to ensure that public art is provided in a co-ordinated manner to enhance and humanize the public realm, taking into consideration issues of public use, scale, coherence, visibility, safety and the urban design objectives of this Policy.
- 3) A range of public art opportunities should be determined, some of which will encourage the participation of the local arts community and local artists.
- 4) A minimum public art contribution for the revitalization will be based on one per cent of the gross construction cost of the revitalization's market component.
- 5) The Atkinson Housing Co-operative and Toronto Housing Corporation units are exempt from the calculation of public art contribution.

d) Housing

i. Zero Displacement

- 1) The revitalization, including the replacement and refurbishment of social housing units, is based on the principle of zero displacement, which will allow tenants to remain on-site during the redevelopment process. This will be accomplished by:
 - a) a phasing process to ensure, where possible, new replacement social housing units are constructed and available for occupancy prior to the demolition of existing social housing units, enabling eligible tenants to move directly into new replacement units;
 - (b) relocating eligible tenants required to vacate their existing social housing units due to redevelopment to existing vacant units on-site, until such time they are able to move into new replacement units on-site; and
 - (c) permitting eligible tenants who choose to move off-site during the redevelopment process, to other units owned by the Toronto Community Housing, the right to return to new replacement social housing units within a reasonable time period.

ii. Townhouse Units

- 1) At least sixty-five per cent of the total social housing townhouse units will be replaced in townhouse forms, including row houses, back-to-back townhouses and stacked townhouses. Such townhouse forms will:
 - a) be limited to 4 storeys in height; and
 - b) provide private outdoor recreation space for each of the units.

iii. Large Sites Policy

- 1) Development will not be required to provide affordable housing in accordance with Policy 3.2.1.9(b) of the Official Plan.

- 2) Development of new affordable housing over and above the replacement social housing units, including affordable ownership and affordable rental housing, is encouraged in order to contribute to a full range of housing tenure and affordability.
- 3) The City will work together with all partners to assemble land and funding for development of new affordable housing.

iv. Large Household Units

- 1) Development of new housing suitable for households with children is encouraged. At least 15 per cent of the total number of dwelling units to be constructed will contain three or more bedrooms, comprised of a mix of publicly-owned replacement rental units and market condominium units.
- 2) Within the market condominium buildings, a minimum of 5 per cent of the units constructed in each building will contain three or more bedrooms. Further options to facilitate a greater number of three-bedroom units beyond the 5 per cent are encouraged. These options may include the use of adaptable unit layouts to permit changes in the number of bedrooms and/or knock-out panels to allow for the potential merger of smaller units.

v. Refurbishing Existing Apartment Buildings

- 1) Map 1 of 3 identifies existing apartment buildings that are owned by Toronto Community Housing and managed by Toronto Community Housing and Atkinson Housing Co-operative, located at 20 Vanauley Street, 91 Augusta Avenue, 73-75 Augusta Square which in addition to a four-plex at 21, 21a, 23, 23a Augusta Avenue comprises a total of 473 social housing units.
- 2) As part of the revitalization, the three existing apartment buildings and four-plex will undergo refurbishment during specific phases of revitalization, and such refurbishment will be secured in a Section 37 Agreement under the *Planning Act*.

vi. Monitoring

- 1) As redevelopment proceeds:
 - a) the City will monitor progress toward the provision of the replacement social housing units, units with rent geared to household income, and units with three or more bedrooms; and
 - b) replacement social housing will be constructed consistent with the pace of development of other housing.

vii. Condominium Registered Social and Affordable Housing Units

- 1) Replacement Social Housing Units or Affordable Housing Units may be individual units located in a registered condominium, provided:
 - a) the replacement social housing units or affordable housing units are purchased and owned by a non-profit housing agency; and

- b) the replacement social housing units or affordable housing units will be secured as rental housing units for at least 50 years, after which City approval will be required for the units to be released as social housing.
 - 2) Policy vii(1) above will apply despite any other policy (including any definitions of rental housing or social housing), which would otherwise preclude the provision of condominium-registered or life-lease social housing units.
 - viii. Definitions
 - 1) Unless otherwise specified the housing policies of Section 3.2.1 of the Official Plan, including the housing definitions, will apply.
- e) Transportation and Connectivity
 - i. Transportation Demand Management
 - 1) Revitalization of the lands will be planned and designed to encourage walking, cycling, transit-use, and car-sharing as means to reduce the use of private automobiles.
 - ii. Public Street Network
 - 1) New and existing streets and open spaces will provide an integrated network of routes for pedestrians to better access public transit.
 - 2) Vehicular access to the development blocks will be minimized, and shared access will be provided where feasible to reduce conflicts between pedestrian and automobiles and preserve the public realm space.
 - 3) Private driveways will be designed to appear and function as public street and to include amenities such as lighting, pedestrian space, accessibility needs and planting.
 - iii. Vanauley Walk
 - 1) Map 1 of 3 shows a north-south pedestrian link connecting the Kensington neighbourhood to the north and the Queen Street West commercial area to the south through the lands. This pedestrian link is to be direct, connected, well-designed and publicly accessible.
 - iv. Pedestrians and Cyclists
 - 1) The street network will provide direct, convenient, safe, and attractive walking and cycling routes that connect important destinations in the lands and surrounding neighbourhoods.
 - v. Parking
 - 1) On-street parking will be considered wherever appropriate to enhance street activity, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment and contribute to the land's parking supply.

viii. Definitions

- 1) Unless otherwise specified the housing policies of Section 3.2.1 of the Official Plan, including the housing definitions, will apply.

e) **Transportation and Connectivity**

i. **Transportation Demand Management**

- 1) Revitalization of the lands will be planned and designed to encourage walking, cycling, transit-use, and car-sharing as means to reduce the use of private automobiles.

ii. **Public Street Network**

- 1) New and existing streets and open spaces will provide an integrated network of routes for pedestrians to better access public transit.
- 2) Vehicular access to the development blocks will be minimized, and shared access will be provided where feasible to reduce conflicts between pedestrian and automobiles and preserve the public realm space.
- 3) Private driveways will be designed to appear and function as public street and to include amenities such as lighting, pedestrian space, accessibility needs and planting.

iii. **Vanauley Walk**

- 1) Map 1 of 3 shows a north-south pedestrian link connecting the Kensington neighbourhood to the north and the Queen Street West commercial area to the south through the lands. This pedestrian link is to be direct, connected, well-designed and publicly accessible.

iv. **Pedestrians and Cyclists**

- 1) The street network will provide direct, convenient, safe, and attractive walking and cycling routes that connect important destinations in the lands and surrounding neighbourhoods.

v. Parking

- 1) On-street parking will be considered wherever appropriate to enhance street activity, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment and contribute to the land's parking supply.

f) Parks and Open Space

i. Public Parkland Provision

- 1) Map 1 of 3 shows locations of planned public parks in the lands. The exact size and configuration of each park will be determined through the Plan of Subdivision and Zoning Amendment applications.
- 2) Parks will have a high design standard, be well maintained, animated and safe. They will accommodate a full range of recreational experiences that includes both areas for active play and enjoyment of sports and entertainment and areas for quiet solitude and relaxation. These experiences will be provided in a comfortable setting during all seasons of the year.
- 3) Upon the full redevelopment of the lands, including all of the phases shown on Map 2 of 3:
 - a) approximately 0.6 hectares of land will be dedicated to the City through the Plan of Subdivision approval process; and
 - b) a cash-in-lieu payment will be made for any deficiency in the required parkland dedication, as determined by the City.
- 4) The cash-in-lieu monies generated through the City Wide Parkland Dedication By-law No. 1020-2010 that are above the first 5%, may be used towards Above Base Park Improvement in the parks shown in Map 1 of 3.
- 5) If required parkland is occupied for other uses or structures and cannot be conveyed and/or developed as a park until those uses are terminated or structures removed, then the parkland dedication requirements associated with a development application can be met if the owner of the lands to be conveyed as parkland enters into an agreement, pursuant to section 51 or 53 of the *Planning Act*, with the City to secure conveyance of the parkland, satisfactory to the City, at such a later time as the City may accept.
- 6) Until phase 4 is complete, townhouses are permitted on an interim basis on *Parks and Open Space Areas - Parks*.
- 7) Surface parking areas are not permitted, except for temporary parking during construction of the revitalization.

ii. Publicly Accessible Private Open Space

- 1) Map 1 of 3 shows general locations of planned publicly accessible private open spaces on the lands. The exact size and configuration of open space will be determined and secured through one or more of the following processes: Site Plan Approval, Draft Plan of Subdivision or Zoning Amendment.
- 2) Publicly accessible private open spaces will be provided and maintained at the finished ground level and accessible to members of the public year round.

g) Community Services and Facilities

i. Community Services and Facilities Implementation Plan

- 1) To assess future requirements for additional services and facilities, Community Services and Facilities Implementation Plans will be submitted as part of a rezoning application to remove the Holding (H) symbol for each phase of development.
- 2) The purpose of the Implementation Plans will be to:
 - a) update the demographic profile of residents in the lands;
 - b) update inventories of existing facilities and services;
 - c) identify existing or new gaps in service provision;
 - d) re-evaluate community services and facilities priorities as they relate to both existing and anticipated growth;
 - e) update and review the status of facilities planned in association with previous development approvals;
 - f) identify appropriate locations and the timing for new community facilities that are proposed;
 - g) identify potential funding sources required to finance any required community services and facilities to the satisfaction of the Chief Planner; and
 - h) co-ordinate community services and facilities initiatives with key stakeholders to maximize resources.

ii. Community Recreation Hub

- 1) Map 1 of 3 shows the general location of the planned Community Recreation Hub, which will include the following:
 - (a) outdoor active recreation areas;
 - (b) collective indoor amenity space for exclusive use and management of the Toronto Community Housing Corporation Alexandra Park tenants and Atkinson Housing Co-operative members, as required by the Zoning By-law; and
 - (c) additional indoor community space open and accessible to members of the public.
- 2) The Community Recreation Hub will be programmed, owned and maintained by Toronto Community Housing Corporation and Atkinson Housing Co-operative.

- 3) The Community Recreation Hub is deemed to meet the requirements of Official Plan Policy 3.1.2.6 respecting indoor amenity spaces for the replacement social housing units.
- h) Implementation Tools
- i. Zoning By-law Amendment
 - 1) Development of the lands will not proceed prior to enactment of an implementing Zoning By-law for the lands that reflect this Site and Area Specific Policy.
 - ii. Holding (H) Symbol
 - 1) In order to appropriately sequence development within a phase and otherwise address the provisions of this Site and Area Specific Policy, any implementing Zoning By-law may define and incorporate a Holding (H) symbol pursuant to Section 36 of the *Planning Act*. When a Zoning By-law has been enacted that incorporates a Holding (H) symbol, it will specify both the uses of lands and buildings that are permitted upon removal of the Holding (H) symbol by amendment to the By-law and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the Holding (H) symbol.
 - 2) The Zoning By-law will define and incorporate the conditions that must be satisfied prior to the removal of the Holding (H) symbol. In addition to the conditions identified in Official Plan Policy 5.1.2.2, conditions to be met prior to the removal of the holding provision may include:
 - a) submission of Detailed Context Plans, to the satisfaction of the Chief Planner;
 - b) submission of updates to the Construction Mitigation and Safety Plan, and Tenant Communication Strategy, to the satisfaction of the Chief Planner;
 - c) execution of a subdivision agreement satisfactory to the Chief Planner pursuant to section 51 of the *Planning Act*;
 - d) provision of tenant relocation and assistance satisfactory to the City;
 - e) periodic Housing Issues report updates relating to each phase of revitalization demonstrating adequate progress in the replacement and/or refurbishment of social housing units to the satisfaction of the City;
 - f) submission of satisfactory Community Service and Facility Implementation Plans, which will include a financial strategy to finance any determined required community service or facility; and
 - g) confirmation of funding or financing of transportation infrastructure, servicing infrastructure, parks, and/or community facilities required to support development.

- 3) The City will remove the Holding (H) symbol from all or some of the lands, only as the associated conditions have been satisfied and matters appropriately secured through an agreement or agreements entered into pursuant to the *Planning Act*, including Sections 37, 41, 51 and 53, Section 118 under the *Lands Title Act*, and the *City of Toronto Act*.

iii. Draft Plan of Subdivision

- 1) Development will not proceed within the lands without the approval by the City of a Draft Plan of Subdivision for the associated lands.
- 2) Registration of Plan of Subdivision may occur in a phased manner corresponding to and consistent with the intent of this Site and Area Specific Policy and Zoning By-law for the lands.
- 3) Division of land will be in conformity with this Site and Area Specific Policy and will create land parcels that facilitate development consistent with the intent of this Site and Area Specific Policy.

iv. Section 37 Agreement

- 1) In addition to the policies of Section 5.1.1 of the Official Plan regarding Section 37 of the *Planning Act*, the following policies apply to the lands.
- 2) The enactment of any implementing Zoning By-law for the lands that permits building heights provided for by this Site and Area Specific Policy may be withheld until the following are appropriately secured through an agreement pursuant to Section 37 of the *Planning Act*:
 - a) those housing matters set out in Section D of this Site and Area Specific Policy;
 - b) tenant relocation and assistance acceptable to the City;
 - c) needed improvements and renovations to the existing rental housing subject to the satisfaction of the Chief Planner;
 - d) Community Service and Facilities set out in Section (g) of this Site and Area Specific Policy;
 - e) above base parkland improvements set out in Section (f) of this Site and Area Specific Policy;
 - f) Public Art provision in accordance with Section (c)(iv) of this Site and Area Specific Policy; and
 - g) Construction Mitigation and Safety Plan, and Tenant Communication Strategy to the satisfaction of the Chief Planner.

- 3) In determining further community benefits to be provided in return for any increases in height and density permissions in a zoning by-law, the following will be considered as priorities, though others may also be secured as appropriate:
 - a) non-profit community services and facilities, including the acquisition of community service program space;
 - b) non-profit childcare facilities;
 - c) parkland acquisition and improvements;
 - d) community gardening infrastructure; and
 - e) acquisition of affordable housing units.

v. Detailed Context Plans

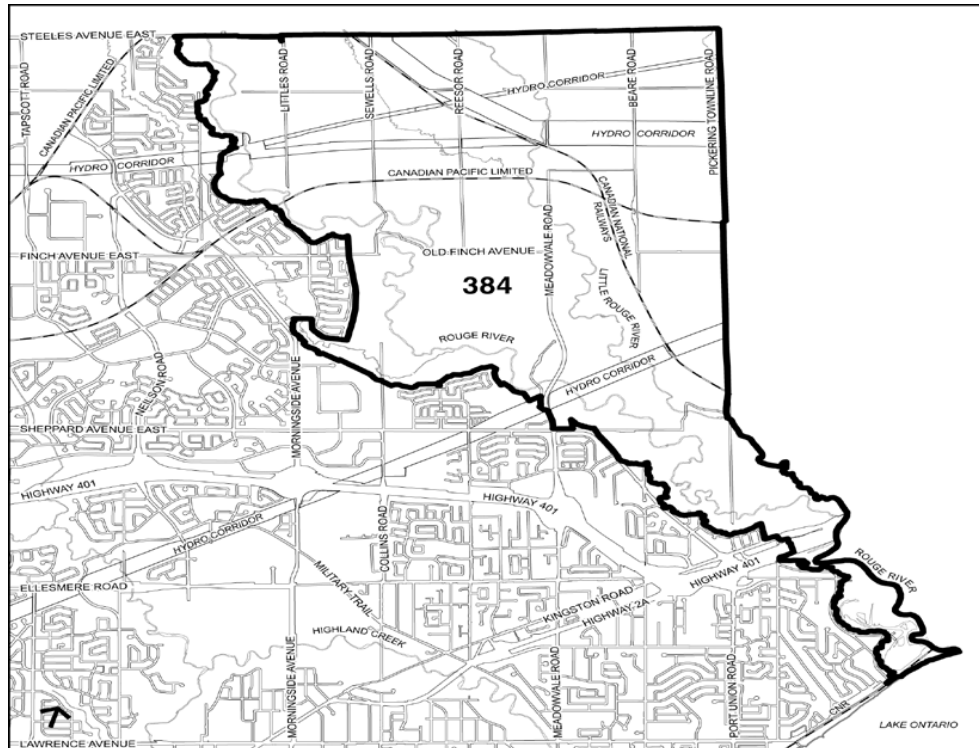
- 1) To assess and ensure the consistent and orderly development of the lands, Detailed Context Plans will be submitted as part of a rezoning application to remove the Holding (H) symbol for each phase of development.
- 2) The purpose of the Detailed Context Plans will be to demonstrate:
 - a) built form consistency for the specific phase of development in relation to the overall revitalization of the lands;
 - b) detailed Public Realm improvements for the active phase;
 - c) interim infrastructure required to accommodate the orderly development within an active phase; and
 - d) sequencing of servicing infrastructure, public streets, and private driveways for solid waste collection, emergency access, and other required technical issues.
- 3) The Detailed Context Plans will be used to assist in evaluating:
 - a) the conformity of the proposed developments with the relevant provisions of the Official Plan, this Site and Area Specific Policy and the Urban Design Guidelines; and
 - b) Site Plan Approval applications for review under Section 41 of the *Planning Act* and Section 114 of the *City of Toronto Act*.

vi. Urban Design Guidelines

- 1) Urban Design Guidelines will have the intent and purpose as stated in Policy (c)(ii) above.

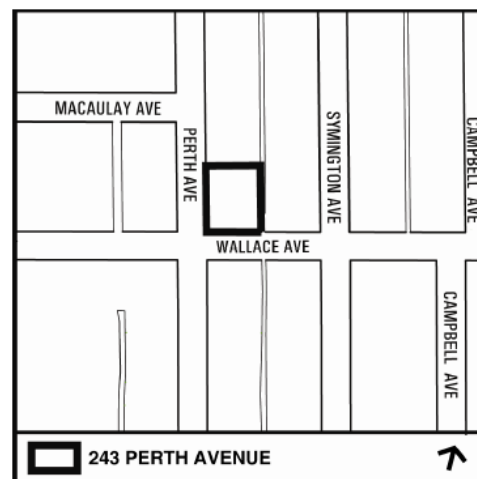
384. Rouge National Park

City owned lands located within or adjacent to the area shown on the map below are exempt from Policies 2.3.2(4) and 4.3(8) of this Plan, which prohibit the disposal of City owned land in the Green Space System or Parks and Open Space Areas, provided the lands are transferred from time to time to the federal government for the purpose of the Rouge National Urban Park.2 City of Toronto By-law No. 1590-2012.



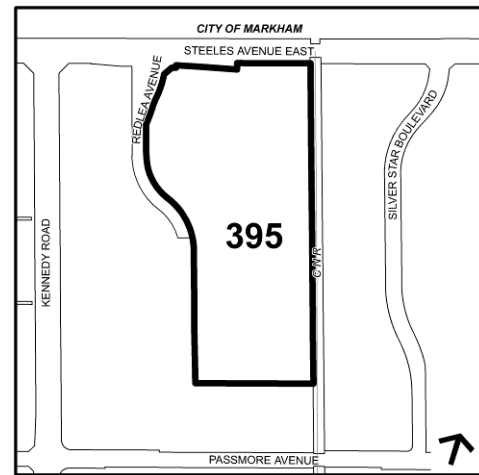
385. 243 Perth Avenue

A building that contains a maximum of 40 residential units and one level of parking is permitted, provided the building includes the church building that existed on site in 2012 is converted to contain 26 of the residential units.



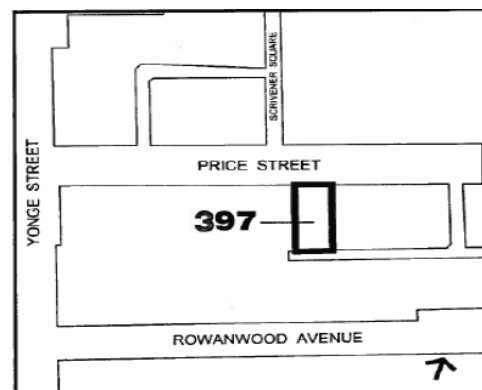
395. Lands bounded by Steeles Avenue East, Go Train Corridor, Redlea Avenue Extension and the north boundary of properties on Passmore Avenue

- a) Development of the lands will proceed in accordance with a framework to be established through a study of the area that addresses the matters identified in Section 4.7.2 of the Official Plan and also the following matters:
- i) a land use buffer to appropriately separate residential and sensitive non-residential uses from nearby *Employment Areas*;
 - ii) appropriate separation to the GO Train corridor on the east boundary of the study area;
 - iii) the design of any sensitive uses and buildings containing residential and other sensitive uses to mitigate noise, vibration and other adverse effects from the *Employment Areas* lands and the GO Train corridor;
 - iv) a street and block plan that includes the Redlea Avenue Extension and other appropriate connections;
 - v) a requirement that development of residential units also provide the gross floor area of office employment uses; and
 - vi) a requirement that Redlea Avenue is extended to Passmore Avenue prior to new development within the lands subject to Site and Area Specific Policy No. 395.
- b) The above noted study is deemed to satisfy the requirement for a secondary plan pursuant to Section 4.7.2 of the Official Plan.



397. 21, 23 and 25 Price Street

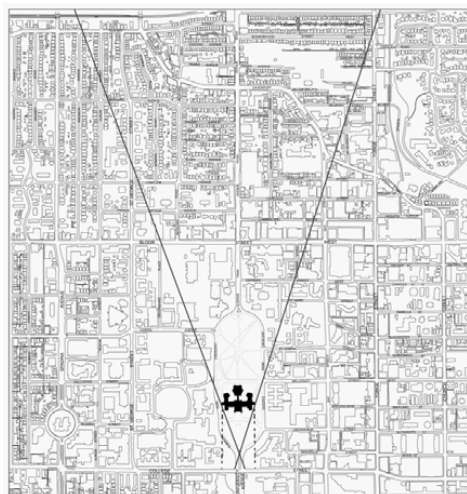
A four storey office building is permitted and no other uses shall be permitted.



398. Lands to the North of the Ontario Legislative Assembly Building

No structure shall be permitted to be erected:

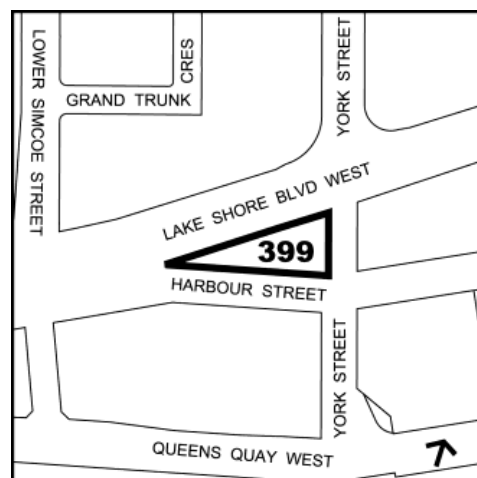
- a) that can be seen above any part of the silhouette of the Ontario Legislative Assembly Building (including the domed Centre Block and both the ridgeline of the East Block Connector and the ridgeline of the West Block Connector) when viewed, by eyes at a height of 1.75 m above grade, from the east/west sidewalk located on the north side of College Street at any point between the north/south sidewalk on the west side of University Avenue and the north/south sidewalk on the east side of University Avenue, or
- b) that can be seen above the silhouette of the domed Centre Block of the Ontario Legislative Assembly Building when viewed, by eyes at a height of 1.75 m above grade, from the east/west sidewalk located on the north side of Queen Street West at any point between the north/south sidewalk on the west side of University Avenue and the north/south sidewalk on the east side of University Avenue.



399. 10 York Street and 120-130 Harbour Street

Despite the right-of-way width of 45 metres and over, as shown for "Lake Shore" on Map 3, Right-of-Way Widths Associated with Existing Major Streets, a conveyance in fee simple to the City for nominal consideration of the lands abutting the right-of-way along Lake Shore Boulevard West from the owner of the lands known as 10 York Street and 120-130 Harbour Street:

- a) that is at least as wide as shown on Schedule "A", (which shows an at grade conveyance from a depth of at least 1.2 metres to the sky with a width of 0.5 metres at the north-east corner and north-west corners of the site at 10 York Street and 120-130 Harbour Street and expanding to 1.6 metres toward



the middle of the site at a point approximately 78 metres west of the easterly property line of 10 York Street and 120-130 Harbour Street); and

- b) that also extends, at all points below Canadian geodetic elevation of 50.60 metres, to a total width of at least 4.8 metres (which component may also be subject to a support easement);

is deemed to satisfy Policy 3a) i) of Chapter 2.2 of the Official Plan, Structuring Growth in the City, Integrating Land Use and Transportation, which protects for the development of the network of right-of-way widths as shown on Map 3 and Schedules 1 and 2, by permitting the City to require the conveyance of land for widening from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals.

400. O'Connor Drive Avenue Study Area, between St. Clair Avenue East and Sandra Road and Victoria Park Avenue

For the purpose of this policy, the O'Connor Drive Avenue Study Area includes properties that front onto O'Connor Drive between Victoria Park Avenue in the north and St. Clair Avenue East and Sandra Road in the south as identified on Schedule 1. It includes properties that are in close proximity to the intersections of O'Connor Drive and Victoria Park Avenue and O'Connor Drive and St. Clair Avenue East as identified on Schedule 2.

a) Objectives

Throughout the O'Connor Drive Avenue Study Area, in the locations identified on Schedules 1 and 2 attached, development will:

- i) contribute to the vision of the desired urban structure for the area;
- ii) support the range of permitted uses including residential, employment, retail and institutional while contributing to the vitality of the area;
- iii) enhance, improve or add to the public realm;
- iv) provide appropriate relationships between buildings, and between buildings and the public realm by addressing matters such as massing, set-backs, and step-backs;
- v) provide high quality architecture, site planning, and landscape design;
- vi) provide active at grade uses in support of a dynamic, interesting and safe street life; and
- vii) encourage environmental sustainability.

b) Urban Design Guidelines

In order to assist in meeting the objectives of the Official Plan, the O'Connor Drive Urban Design Guidelines, as adopted by Council from time to time, will be used to provide direction for reviewing development applications in this policy area. The guidelines will be read in conjunction with the urban design and built form policies of the Official Plan.

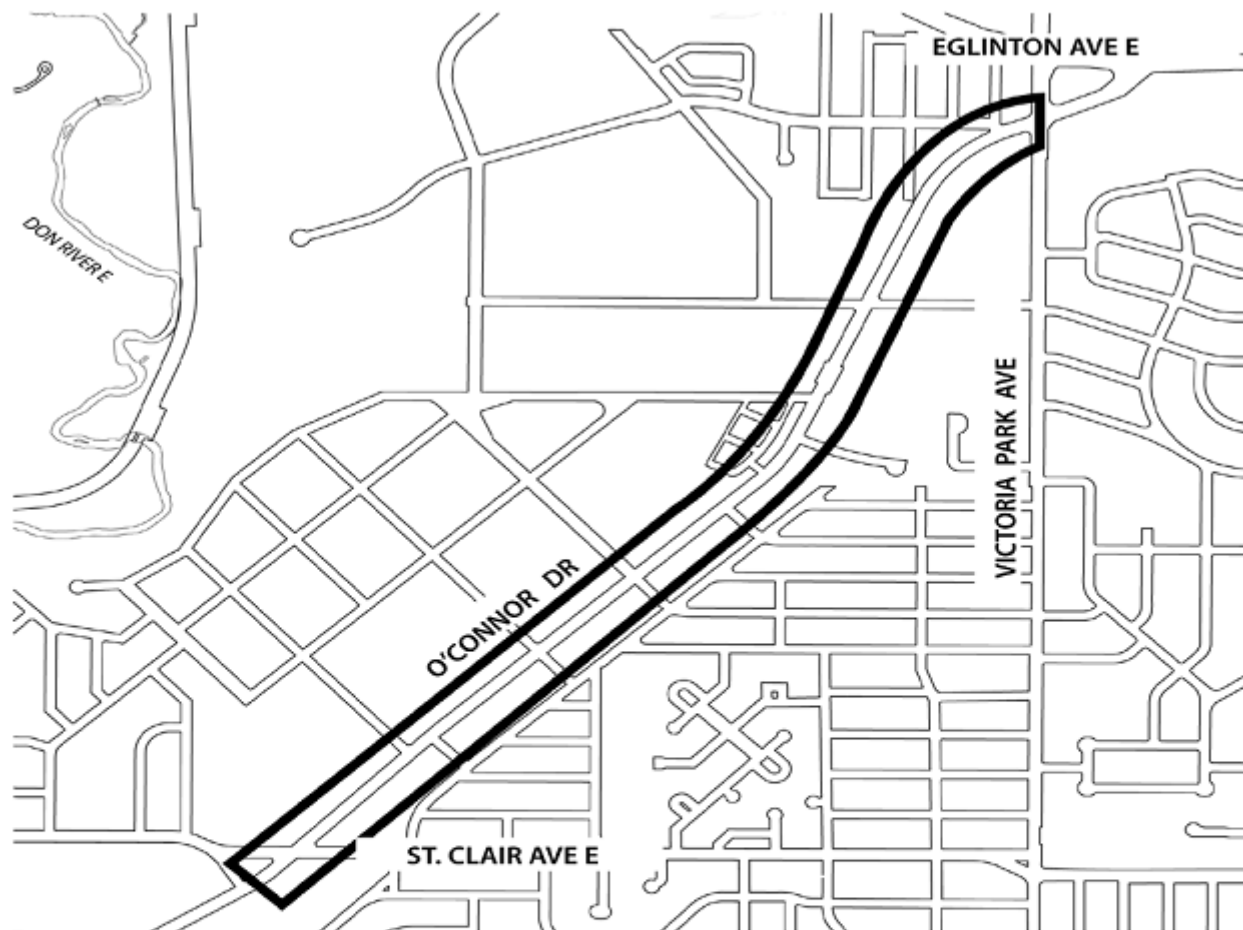
The O'Connor Drive Urban Design Guidelines were developed to achieve the above noted objectives. Two key intersections and two portions of O'Connor Drive are identified as having unique functions and characteristics and are shown on Schedule 2.

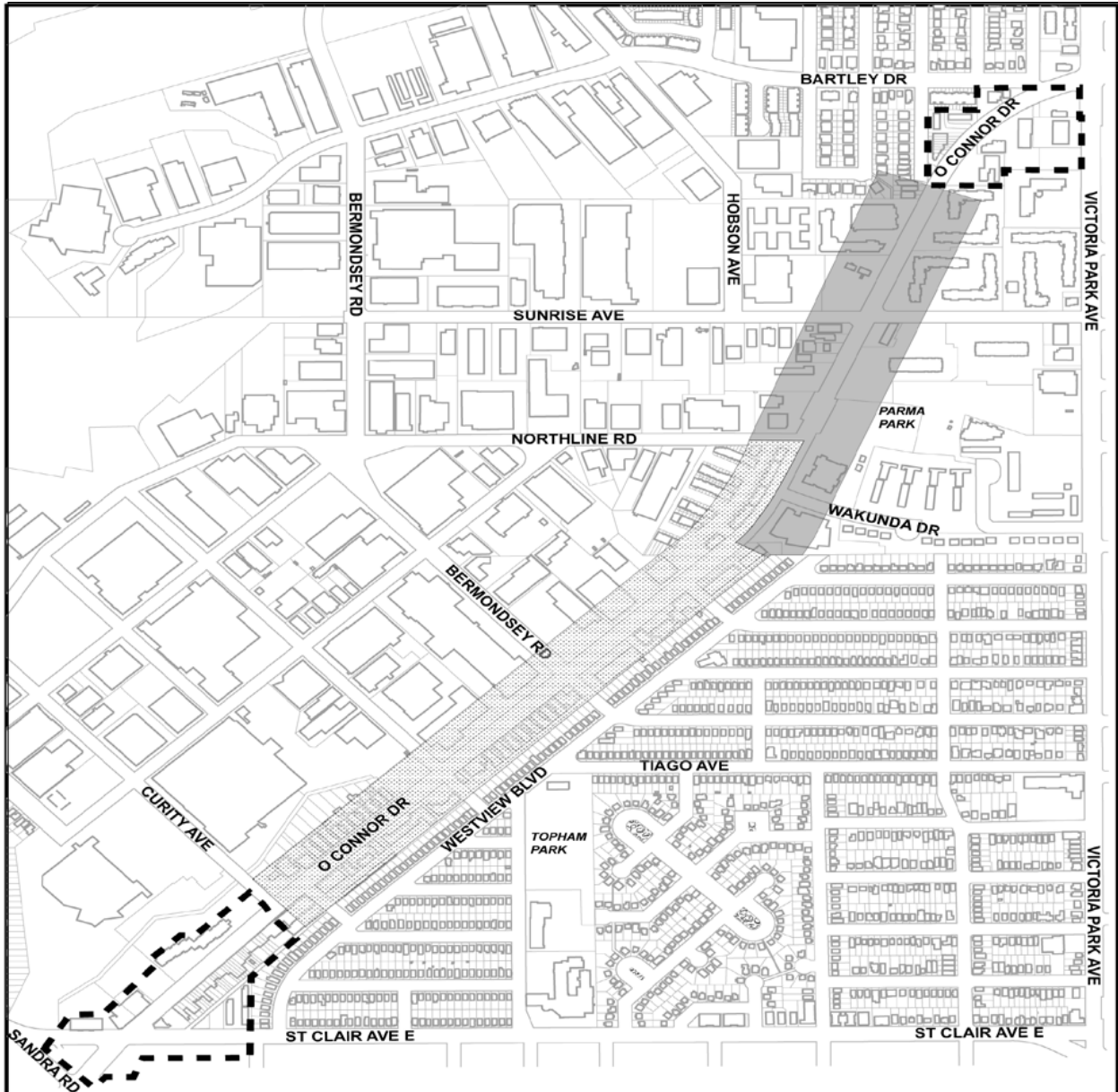
Future development in the two key intersections will also be sensitive to the adjacent land uses, will contribute towards the creation of a consistent street wall and provide room for an attractive pedestrian environment. Active uses at grade that include commercial and retail uses are encouraged.

The northerly portion of O'Connor Drive, within this policy area, is identified as an emerging main street area. Applicants for development on lands designated Mixed Use Area are to provide an urban design plan which provides an appropriate transition in scale to adjacent uses, consolidates vehicular access to the site and provides for active uses at grade.

The southerly portion of O'Connor Drive, within this policy area, is identified as having a main street character and future development is to contribute to the revitalization of the area and be sensitive to its context.


The O'Connor Drive Urban Design Guidelines will provide direction for improvements to the public realm that promote a healthy and vibrant pedestrian environment and include streetscape improvements and enhancing open spaces. Such improvements will occur incrementally and will be considered through new development on adjacent properties.







Toronto City Planning
SASP 400 - Schedule 2

O'Connor Drive

 Key Intersections

 Emerging Main Street Areas
 Main Street Area


Not to Scale
10/03/12

402. 1155 Albion Road

- a) A 2-storey commercial building with retail and/or medical office uses on the ground floor and office uses on the second floor, with a maximum gross floor area of 1625 square metres, is permitted.
- b) No structures will be permitted in the Natural Areas designation.



403. 20 and 22 Northcote Avenue, 20, 22, 24, 26, 28, 30, 31, 32, 33, 34, 36, 37, 38, 42 AND 48 Gladstone Avenue and 1 and 3 Peel Avenue

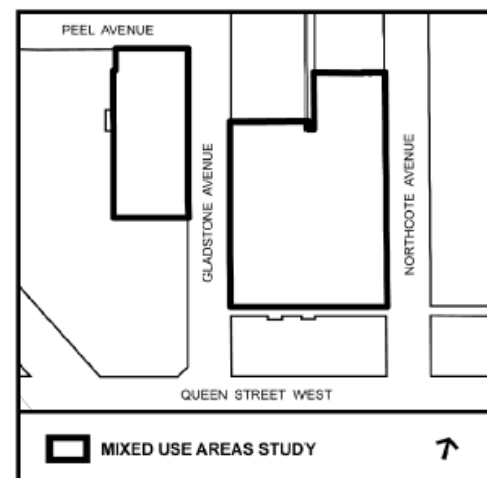
- a) **Provide a stepping-down of building heights on Gladstone Avenue northwards from Queen Street West**

Heights for properties in the Mixed Use Areas along Gladstone Avenue should gradually step down towards the Neighbourhoods, with the tallest heights closest to Queen Street West.

- (i) On the west side of Gladstone Avenue: The cumulative effect of building height on the west side of Gladstone between 20 Gladstone Avenue and Peel Avenue, should provide for a gradual stepping-down of heights from south to north. The maximum height at the southern edge of 20 Gladstone Avenue should be consistent with the lowest height of the newly developed property to the south (known as 8-14 Gladstone Avenue), which is approximately 20 metres.

The maximum height at the Peel Avenue frontage (for the properties designated Mixed Use Areas) should be consistent with a low-rise scale. The maximum building height for properties fronting onto Peel Avenue should be 14 metres (the current as-of-right height in Zoning By-law No. 438-86 for this portion of the Study Area), in order to provide for a form that is compatible with the Neighbourhoods on the north side of Peel Avenue.

- (ii) On the east side of Gladstone Avenue: The height of any new buildings on the property directly north of the Gladstone Hotel, known as 20 and 22 Northcote Avenue, currently occupied by a grocery store and surface parking lot, should be no taller than the Gladstone Hotel, referring to the height taken from the northern-most portion of the building. Building heights should



gradually step-down from the southern limit of this property, north towards the properties designated as Neighbourhoods. The maximum building height at the north edge of the Mixed Use Areas properties should reflect a low-rise scale and form that reinforces the planned context of the adjacent Neighbourhoods.

(b) Extend the north-south lane between Gladstone Avenue & Northcote Avenue

Through redevelopment, the existing north-south lane between Gladstone Avenue and Northcote Avenue should be extended to connect with the public east-west lane to the north of the Gladstone Hotel.

(c) Retain visual prominence of the Gladstone Hotel through redevelopment

The historic Gladstone Hotel building is recognized as a significant heritage building and a landmark in the area, and any redevelopment proposed for 20 and 22 Northcote Avenue (and any potential properties that may be consolidated with this property) should respect and reinforce the importance and prominence of this building. Any new buildings on the properties designated as Mixed Use Areas north of the Gladstone Hotel on the east side of Gladstone Avenue should be no taller than the Gladstone Hotel (referring to the height at its northern most edge, and not the tower element at the Queen Street West frontage).

Other methods by which to ensure the prominence of the Gladstone Hotel include, but are not limited to:

- Introducing a setback between the northern limit of the Gladstone Hotel and any new developments on 20 and 22 Northcote Avenue;
- Introducing building step-backs for new buildings on the east side of Gladstone Avenue to help retain views towards the Gladstone Hotel; and
- Respecting important architectural features and characteristics of the Gladstone Hotel, such as the cornice line along Gladstone Avenue through new development, or use of materials.

(d) Provide a low-scale of buildings fronting onto Northcote Avenue

The preferred built form for any new buildings along the Northcote Avenue frontage of the 20 and 22 Northcote Avenue property is a low-scale built form consistent with the Official Plan's Neighbourhoods policies.

(e) Set-back new buildings along the west side of Northcote Avenue

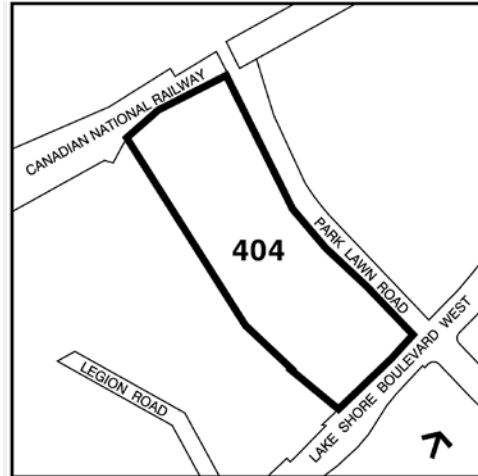
Through redevelopment, any new buildings proposed for the Northcote Avenue frontage of the 20 and 22 Northcote Avenue property should be setback from the property line to maintain the existing green setback and retain the existing trees, to the fullest extent possible. This setback should generally align with the setback for the existing residential buildings to the north. The exact depth of the setback will be determined through the planning application process.

404. Lands Bounded by Park Lawn Road, Lake Shore Boulevard West, Mimico Creek Valley and the Canadian National Railway (Park Lawn Block)

- a) Existing industrial uses are permitted on an interim basis until redevelopment of the Park Lawn Block is complete.
- b) To provide for both employment and residential opportunities in the Park Lawn Block, both residential and office/retail use buildings are permitted.
- c) A maximum of 2,510 residential units will be permitted and the maximum floor space for office/retail will be 27,750 m².
- d) The properties known as 36 Park Lawn Road and 42 Park Lawn Road may submit applications for rezoning to permit additional residential units and/or additional office/retail floor space beyond the permissions identified in sub-section c), provided that the additional residential units and/or additional office/retail floor space do not create unacceptable impacts in terms of transportation capacity and traffic operations.
- e) Residential uses will only be permitted through a site-specific or area-specific rezoning process, subject to the following:

Residential uses will generally be located so as to provide both:

 - i) beneficial relationships with the open space amenity of the adjacent Mimico Creek Valley, including access to open space and trail linkages where appropriate, as well as the visual relationship with the valleylands and the Lake Ontario shoreline and parklands; and
 - ii) separation from the industrial operations east of Park Lawn Road by appropriate distance separation and/or non-residential buildings and uses.
- f) The transportation requirements and access arrangements for development of the Park Lawn Block will be comprehensively addressed in order to provide for:
 - i) improvements to encourage transit usage, as well as walking and cycling;
 - ii) a co-ordinated vehicular access and circulation pattern;
 - iii) integration of access locations for both sides of Park Lawn Road; and
 - iv) appropriate traffic capacity improvements with sufficient access points and circulation patterns.
- g) Applications for rezoning to permit residential uses shall be supported by impact studies to address:
 - i) the compatibility of residential uses with industrial uses in the vicinity, in terms of the impact relationships between proposed residential uses and industrial operations, including assessment



of air quality, noise, traffic and other potential impacts, and identification of appropriate locational controls and mitigation measures to ensure a compatible interface between residential and industrial uses;

- ii) the environmental and functional relationships between the proposed development and the Mimico Creek valley to maximize appropriate access and amenity for future residents and ensure protection of natural features;
 - iii) transportation capacity to serve the proposed development, provisions of transportation improvements and provision for access and circulation co-ordination within the Park Lawn Block.
- h) Zoning by-law amendments to permit residential uses will incorporate site-specific provisions to implement the restrictions and regulations identified through the consideration of the above-noted studies. The zoning by-law will implement the policies for this area, including site-specific densities or quantities of permitted uses, height limits, siting and locational controls.

405. 120 to 130 Harbour Street and 10 York Street

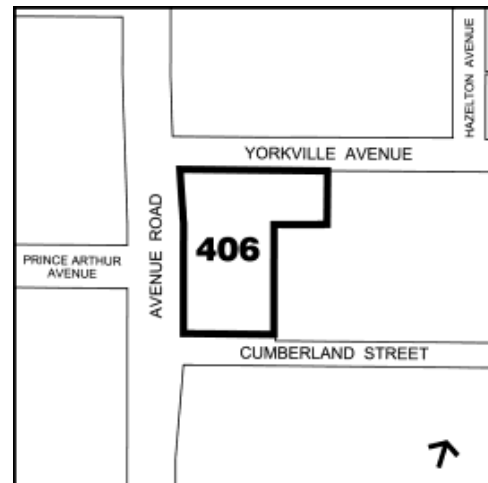
- a) Twelve (12) affordable units provided as affordable rental housing may be registered as condominium units, provided such units:
- i) are owned by a non-profit affordable housing provider or a co-operative affordable housing provider, selected by the City, or are owned by the City;
 - ii) comprise seven (7) two-bedroom and five (5) one-bedroom units, with storage lockers and bicycle parking; and
 - iii) are secured in one or more agreements with the non-profit affordable housing provider or co-operative affordable housing provider, or are secured in agreement(s) with the City, as affordable rental housing with rental tenure for a period of at least 25 years.



- b) For the purposes of the Official Plan, the units described in (a) above are considered to be rental housing.

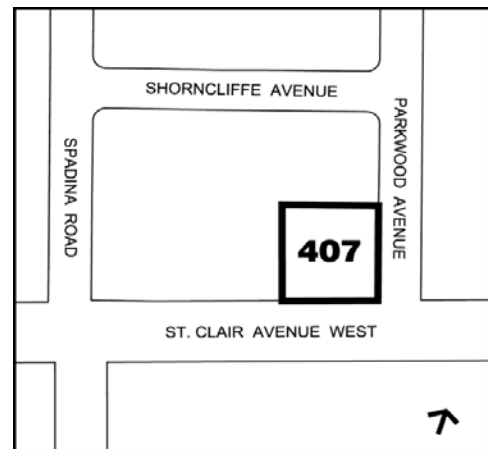
406. 21 Avenue Road

A new building with a maximum height of 125 metres is permitted on the south portion of the site, in addition to the existing building on the north portion of the site.



407. 282 St. Clair Avenue West

A 9-storey residential apartment building is permitted.



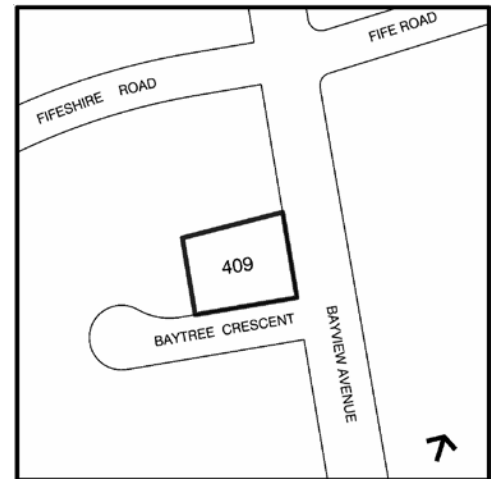
408. 951 to 971 Bay Street and 36 Wellesley Street West

The replacement of the same number, type and size of rental units is not required provided that at least 78 replacement rental units, comprising bachelor units, at least 37 one-bedroom units and at least 25 two-bedroom units, are provided. Replacement rental unit sizes may be smaller by no more than about 10% on average for bachelor units and about 30% on average for one- and two-bedroom units compared to existing rental unit sizes. At least 28 of the replacement rental units, comprising bachelor units, at least 12 one-bedroom units, and at least 8 two-bedroom units, shall have mid-range rents.



409. 6 Baytree Crescent

- a) A maximum of five, three-storey townhouse units fronting onto Bayview Avenue and one single detached dwelling unit fronting onto Baytree Crescent are permitted.



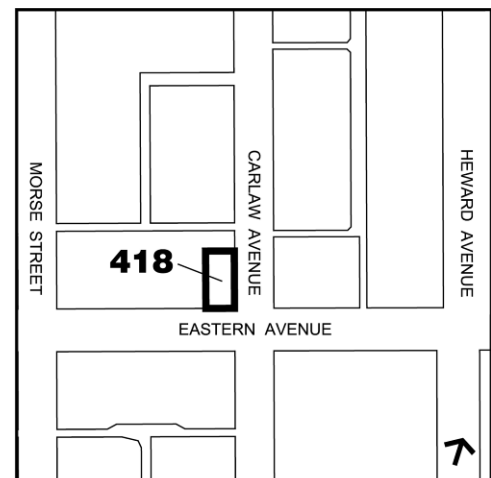
412. 2781 Markham Road

- a) Place of worship and ancillary community centre uses are permitted.



418. 536 Eastern Avenue

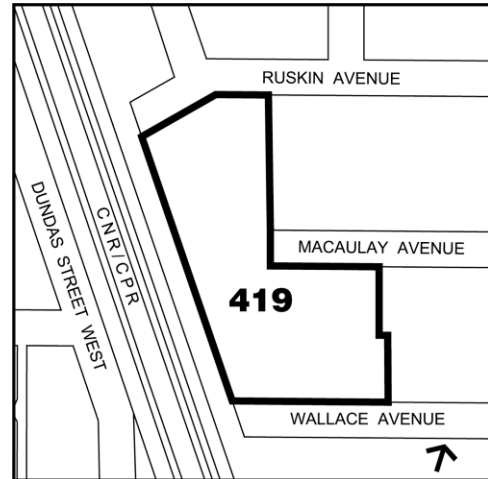
Employment space that is compatible with on-site residential uses is required on the ground floor of any redevelopment proposed for the site.



419. 362 Wallace Avenue

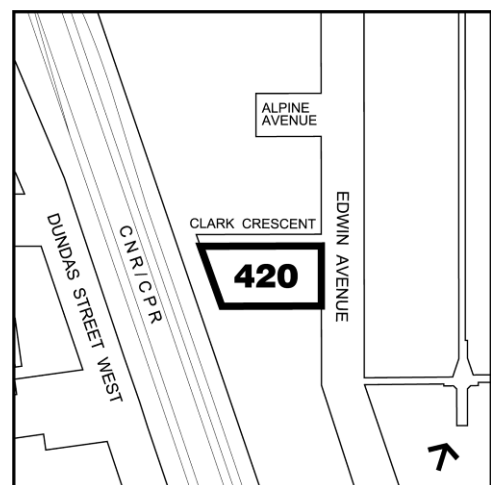
Residential uses on the site are permitted if the following conditions are met:

- a) A new public road running north/south, generally from the southern terminus of Edwin Avenue, through the site to Wallace Avenue is provided;
- b) Macaulay Avenue is extended to meet the new public road described in a) above;
- c) A minimum of 3,800 square metres of non-residential gross floor area is constructed on the site prior to or at the same time as any residential gross floor area;
- d) Only residentially-compatible employment uses are permitted on the lands designated General Employment Areas;
- e) Any required alterations to the Wallace Avenue pedestrian bridge must respect the heritage designation of the bridge and the bridge must remain open during the alterations;
- f) A 3 metre wide publicly accessible pedestrian connection through the site to allow access from the terminus of Macaulay Avenue to the West Toronto Railpath will be provided;
- g) Site design must not have any negative impact on the West Toronto Railpath, and the elevation of any building constructed adjacent to the West Toronto Railpath will provide overlook to the path; and
- h) The western terminus of Wallace Avenue will be designed as a meeting/gathering place, and any buildings constructed at the south end of the site will face onto this space and provide animation.'



420. 50 Edwin Avenue

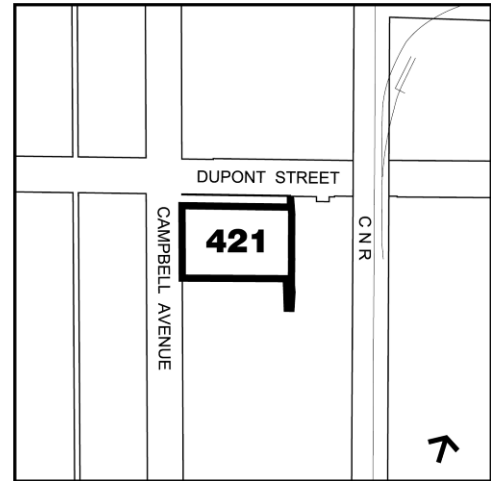
For the portion of the site designated General Employment Areas only residentially compatible employment uses such as offices, studios, small scale restaurants, retail and service uses as well as parks are permitted. Parking ancillary to and supportive of redevelopment of the portion designated Neighbourhoods is also permitted within the General Employment Areas portion.



421. 299 Campbell Avenue

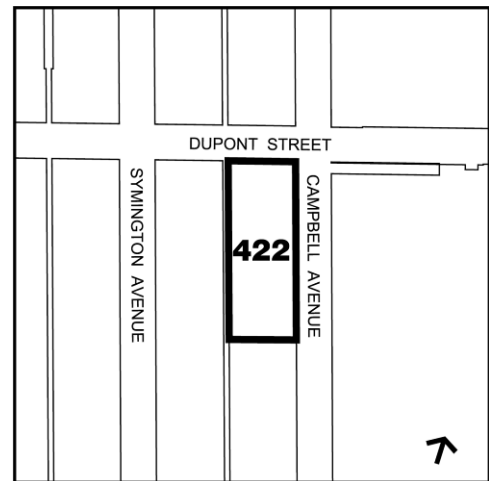
Residential uses on the site will be permitted providing the following requirements are met:

- a) Pedestrian and vehicular access to the site known as 1453 Dupont Street must be maintained.
- b) A minimum of 1,210 square metres of non-residential GFA is provided on the site.
- c) A minimum of 930 square metres of the non-residential space will be dedicated for use by a community facility.
- d) A maximum of 22,950 square metres of residential GFA may be provided on the site.
- e) The maximum height of any building on the site is the lesser of 47 metres or 12 storeys, including all mechanical equipment.
- f) The proposed building provides appropriate transition to the Neighbourhoods to the south.



422. 300 Campbell Avenue

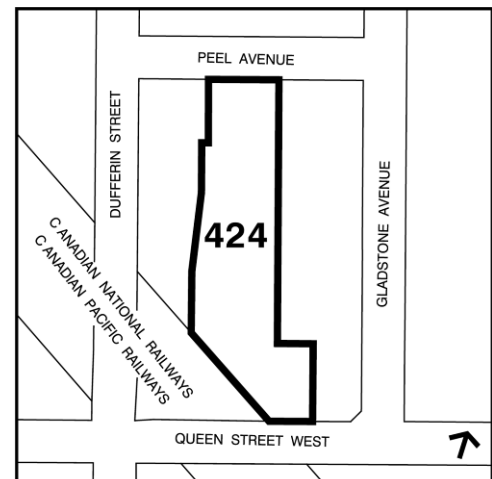
- a) Only those employment uses that are compatible to the nearby low scale residential dwellings fronting onto Campbell Avenue are permitted; and
- b) Arts training facilities, studios and entertainment and recreation facilities are permitted.



424. 11 Peel Avenue

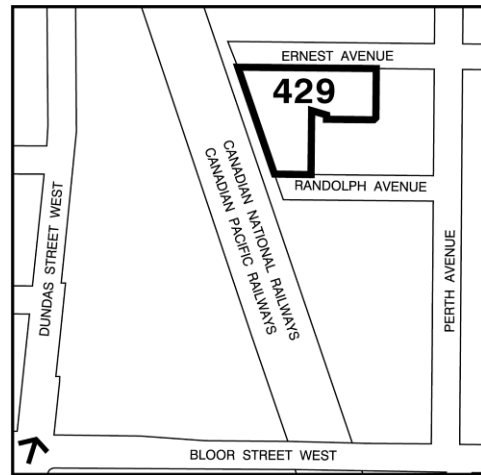
Residential uses are only permitted provided the following conditions of redevelopment are met:

- a) A minimum density of one times the area of the lot of non-residential uses must be provided as part of any redevelopment of the lot.
- b) A minimum density of 0.34 times the area of the lot of non-residential, non-retail uses must be provided as part of any redevelopment of the lot.
- c) A commercial parking garage does not count towards the non-residential or non-retail uses as described in a) and b) above.
- d) The maximum gross floor area of any one retail store on the site (including back of house activities) is 2,665 square metres.
- e) Publicly accessible pedestrian connections through the site to allow access from Gladstone Avenue to Dufferin Street must be provided.
- f) No new shadowing on properties designated as Neighbourhoods is permitted on the spring and fall equinoxes beyond the as-of-right zoning as of October 1, 2013.
- g) The site must provide direct pedestrian access to Queen Street West.



429. 45 Ernest Avenue

For the portion of the site designated *General Employment Areas* only employment uses that are compatible with adjacent residential development such as offices, studios, small scale restaurants, retail and service uses as well as parks are permitted. Parking ancillary to and supportive of redevelopment of the portion designated *Neighbourhoods* is also permitted within the *General Employment Areas* portion.



430. 145 Evans Avenue and 791-811 Islington Avenue

Access, parking, servicing and amenities may be shared between Area "A" and Area "B" without amendment to this Plan.

Area "A"

- a) Employment uses will be compatible with nearby sensitive residential uses.
- b) Social, cultural, institutional and entertainment uses are permitted.
- c) Major retail development with 6,000 square metres or more of retail gross floor area is not permitted.

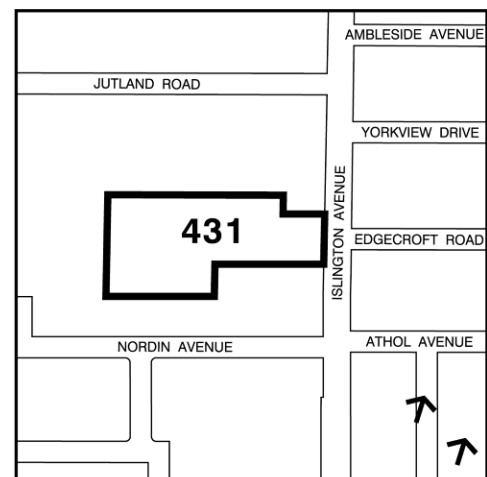


Area "B"

- a) Residential buildings heights will provide a transition to the low-rise established Neighbourhoods lands to the north and east.

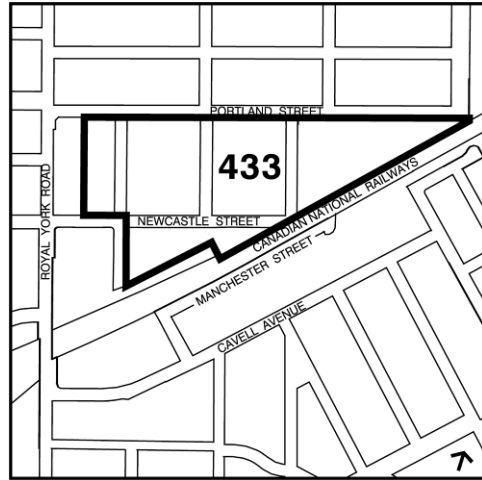
431. 956 Islington Avenue

- a) Any sensitive uses on the site will require environmental mitigation measures including, noise, vibration, and odour between the lands and the existing Employment Areas to the west and rear of the site to the Chief Planner and Executive Director, City Planning's satisfaction.
- b) Any new streets proposed on the site will comply with the City's Development Infrastructure Policy and Standards (DIPS), along with the Public Realm policies (3.1.11) of the Plan.
- c) Major retail developments with 6,000 square metres or more of retail gross floor area are not permitted.'



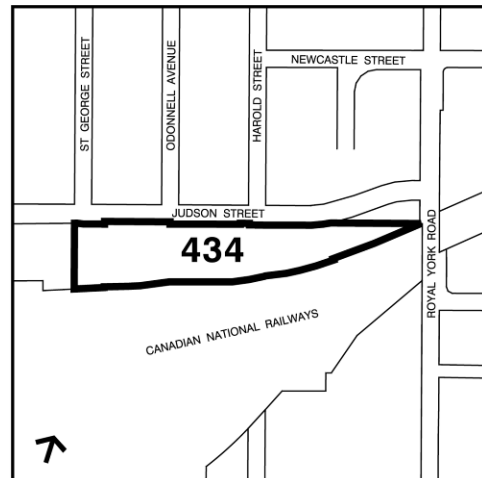
433. Mimico GO Triangle

- a) Employment uses on these lands are to be compatible with adjacent and nearby residential uses.
- b) Major retail developments with 6,000 square metres or more of retail gross floor area are prohibited, however small scale retail and restaurant uses are permitted.
- c) A revitalization study for the area will be undertaken to encourage economic growth and to increase amenitization by addressing the following:
 - i) improvements to vehicular access within the area for the movement of goods and employees;
 - ii) public realm enhancements to reduce conflicts between pedestrians and vehicles;
 - iii) provision of amenities within the area to create an attractive environment for existing and new employment uses; and
 - iv) improved pedestrian and vehicular access to the Mimico GO Station, including strategies for parking and pick-up and drop-off.



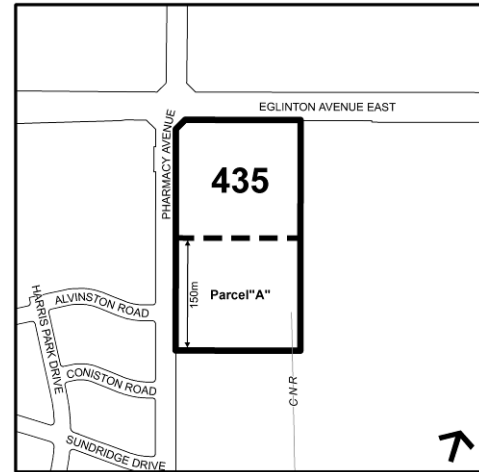
434. 29, 49, 53, 55, 69, 71 and 75 Judson Street

- a) The following manufacturing uses are prohibited: crude petroleum oil or coal refinery; ammunition, firearms or fireworks factory; concrete batching plant; primary processing of limestone or gypsum; and asphalt plant.
- b) Employment uses will be compatible with nearby residential uses.



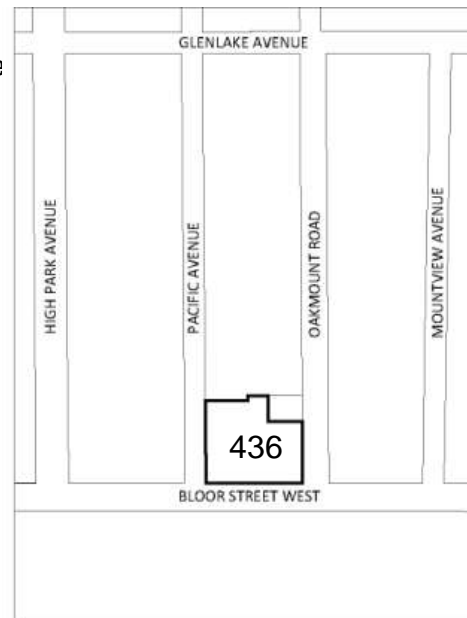
435. 1891 Eglinton Avenue East

- a) Development of lands for residential uses on the Mixed Use Areas-designated portion of the site will include employment uses including office space having a minimum gross floor area of 6,000 square metres or 5 per cent of the total gross floor area of residential uses, whichever is smaller.
- b) Employment uses on the portion of the site designated General Employment Areas, shown as "Parcel A", will be compatible with adjacent residential uses.
- c) A feasibility analysis and impact assessment as per Section 4.10.3 of the province's D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses is to be completed and necessary mitigation measures are to be incorporated into the development design for residential and other sensitive uses, to the satisfaction of the City.



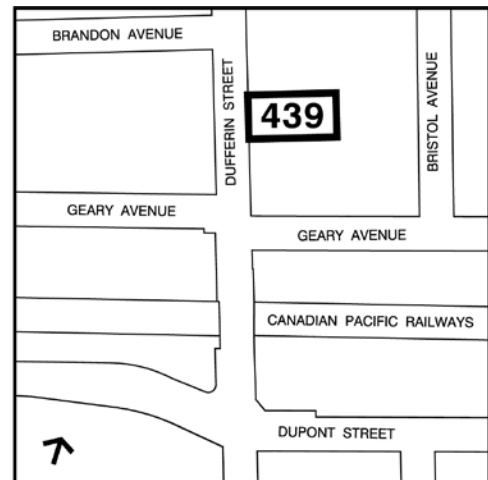
436. 1844-1854 Bloor Street West, 35 and 37 Pacific Avenue, Part of 18 and 18A Oakmount Road and 6-14 Oakmount Road

In addition to small-scale retail, services and office uses that serve uses are permitted within a mixed-use building.



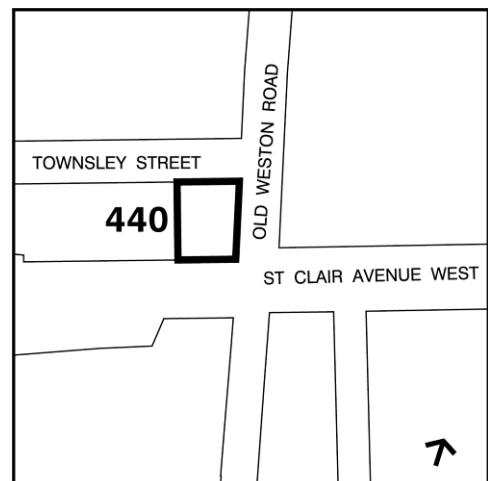
439. 1377 and 1381 Dufferin Street

- a) Up to a maximum of 15 residential units is permitted on the second floor.
- b) A winemaking supply and operation is permitted on a portion of the ground floor.



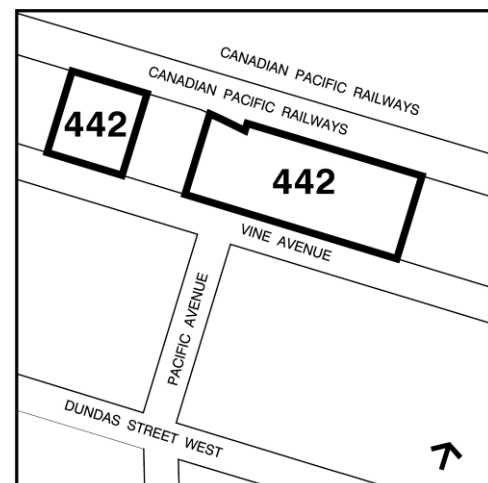
440. 360-362 Old Weston Road

Residential uses are limited to the second and third floors of the existing three-storey heritage building.



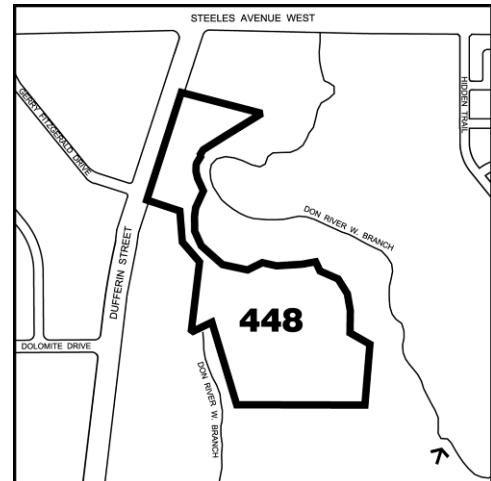
442. 108 and 162 Vine Avenue

- a) Retail developments are permitted by way of a zoning bylaw amendment and supported by a satisfactory transportation impact assessment provided they do not exceed 2,000 square metres of retail gross floor area.



448. 4925 and 5201 Dufferin Street

Branches of community colleges and universities are permitted.
All forms of residential uses, including those associated with a community college or university, are not permitted.



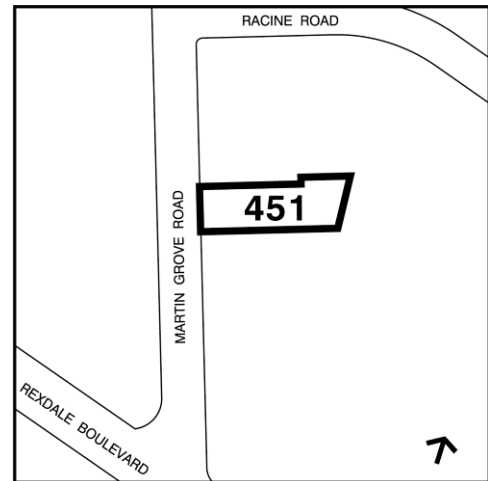
450. 1250 Markham Road

- a) On parcel "A", only a residential building for senior citizens is permitted in addition to ancillary uses limited to the ground floor, such as offices, community services and small scale retail.
- b) A place of worship and ancillary community facility and recreational uses are permitted on Parcel "B".
- c) Employment uses on Parcel "B" will be compatible with adjacent residential uses.
- d) All new development is to be located and developed to the satisfaction of the Toronto and Region Conservation Authority and the City.
- e) All new development is to protect land for the possible future extension of Bushby Drive from Grangeway Avenue to Markham Road.



451. 1331 Martin Grove Road

- a) A place of worship is permitted.



452. 130 Bentworth Avenue and 109 Cartwright Avenue

Schools are permitted provided the owner submits a study of noise, odour, dust and other industrial related impacts of nearby uses to the satisfaction of the City to determine appropriate design and separation distances of school uses from nearby impactful industries and the abutting City yard, and the school uses are developed in accordance with the recommendations of the study.



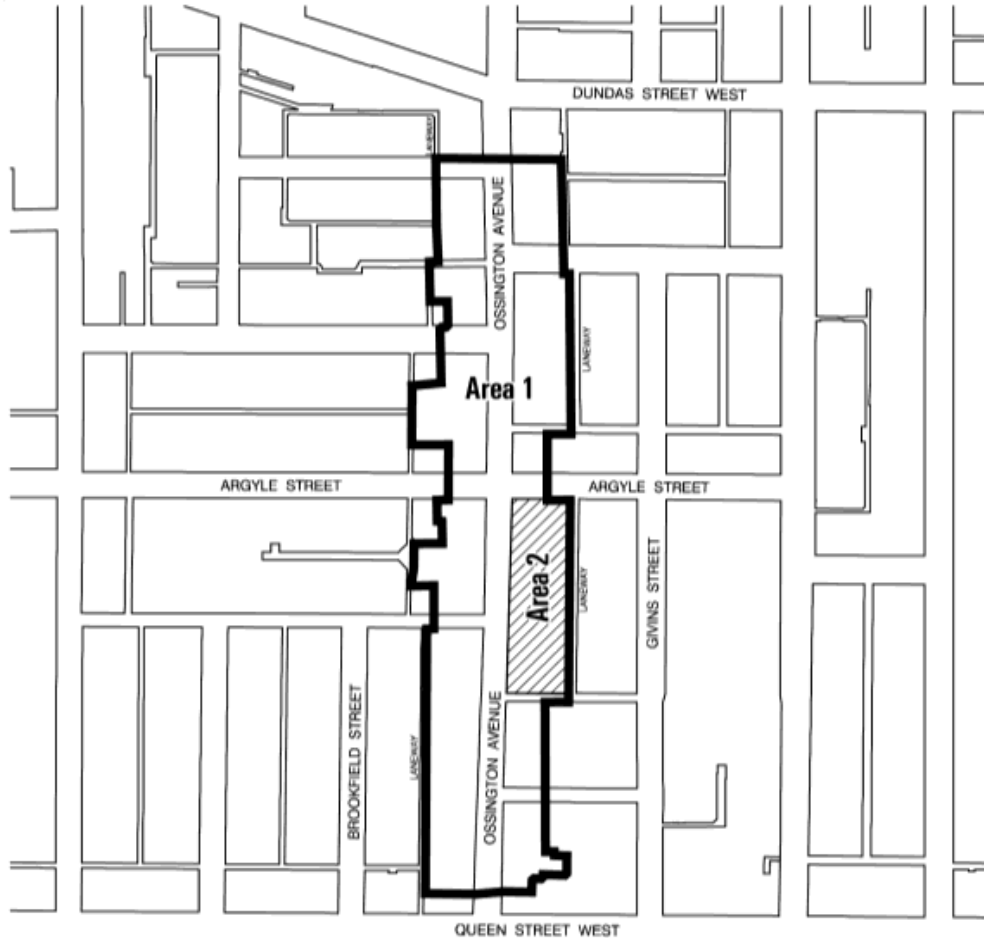
453. Ossington Avenue between Queen Street West and Dundas Street West

The following policies are intended to enhance the existing character and retail function of the street, respect the cultural heritage, and ensure an appropriate transition between new development and existing dwellings in adjacent Neighbourhoods:

- a) The maximum ground floor area of a new retail store is 400 square metres. Minor exceedances of this limit may be considered on a site-specific basis through a Minor Variance application.
- b) Residential dwellings shall not be permitted on the ground floor of new buildings facing Ossington Avenue.

- c) New development will support the existing retail function of Ossington Avenue, be compatible with existing residential uses nearby, and complement the low scale character of the street. Employment uses are encouraged on the upper floors of both new and existing buildings.
- d) To respect the existing character of Ossington Avenue, vertical additions to existing buildings are generally preferred to replacing an entire building. Additions to existing buildings shall not exceed the maximum height described in this area-specific policy and should generally not be more than 50% of the existing building height.
- e) New development will be designed to provide an appropriate transition in scale and massing to minimize the extent to which they overlook and overshadow existing house-form dwellings.
- f) New development shall provide an appropriate transition towards existing buildings in Neighbourhoods and be subject to:
 - i. a maximum height of four storeys (including a mechanical penthouse but not including an elevator over-run or stairwell) in Area 1;
 - ii. a maximum height of five storeys (including a mechanical penthouse but not including an elevator over-run or stairwell) in Area 2;
 - iii. a minimum rear yard setback of 7.5 metres in Area 2, measured from the lot line of the nearest property designated Neighbourhoods in Area 2;
 - iv. a minimum rear yard angular plane of 45 degrees in Area 2, measured from the average grade elevation of the lot line(s) of the nearest property(ies) designated Neighbourhoods; and
 - v. a side and rear façade design that requires architectural details and articulation if it is adjacent to a public right-of-way or significantly visible from a public right-of-way.
- g) New development shall reinforce the existing low scale, fine-grained character of the street and be subject to:
 - i. a building step-back immediately above the third floor;
 - ii. minimum front yard angular plane of 45 degrees, measured from the street line at an elevation of 13 metres above the average grade;
 - iii. a maximum ground floor to second floor height of 4.5 metres;
 - iv. building articulation, window, and entrance configuration that are generally consistent with the prevailing building pattern for the lower three floors;
 - v. building materials that are complementary to the materials used on existing buildings in the immediate vicinity; and
 - vi. size and placement of signage that is consistent with existing signage in the immediate vicinity.

- h) New development is encouraged to provide or contribute to streetscape improvements in the public rights-of-way and adjacent lands that promote a healthy and vibrant pedestrian environment, including, but not limited to:
- i. seating areas;
 - ii. trees and landscaping; and
 - iii. art and murals.



Official Plan Area Specific Policy No. 453



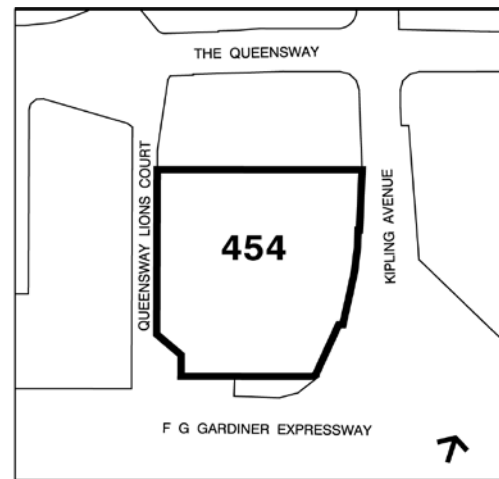
Not to Scale
12/12/2013

**Ossington Avenue between
Queen Street West and Dundas Street West**

File # 13_248160

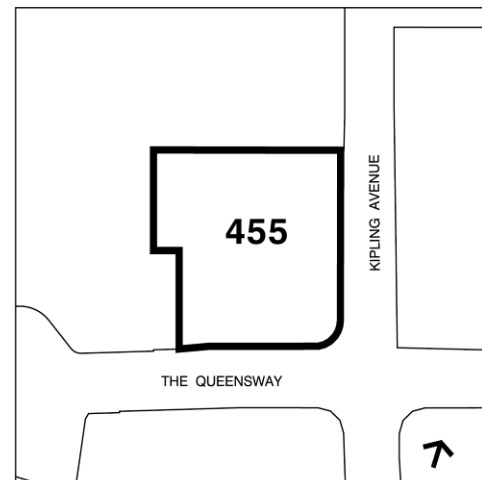
454. 630 Kipling Avenue and 3 Queensway Lions Court

Any development of the lands will require a buffer and any required environmental mitigation measures necessary will be undertaken to mitigate impacts including noise, vibration and odour between any sensitive land use and the existing Employment Areas to the west.



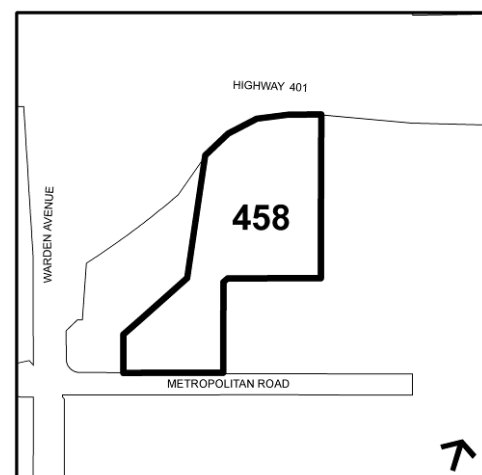
455. 1306-1310 The Queensway

Any development of the lands will require a buffer and any required environmental mitigation measures necessary will be undertaken to mitigate impacts including noise, vibration and odour between any sensitive land use and the existing Employment Areas to the west.



458. 22 Metropolitan Road

- a) Mixed use developments are permitted subject to a development framework being developed to the satisfaction of the City which sets out public streets, pedestrian connections, blocks, densities and building heights and provides appropriate community facilities and services.
- b) The first phase of the site redevelopment will include a hotel development which will contain a minimum of 201 hotel rooms.
- c) A feasibility analysis and impact assessment as per Section 4.10.3 of the province's D-6 Guidelines for Compatibility Between Industrial Facilities and



Sensitive Land Uses is to be completed and necessary mitigation measures are to be incorporated into the development design for residential and other sensitive uses, to the satisfaction of the Ministry of the Environment or a delegated authority.

- d) Subsequent phases of the site's redevelopment will include and provide that a minimum of 50 per cent of the gross floor area to be developed is to be used for non-residential uses of which at least 5,700 square metres is for office uses and that office and commercial uses will be constructed in advance of, or concurrently, with the residential uses.

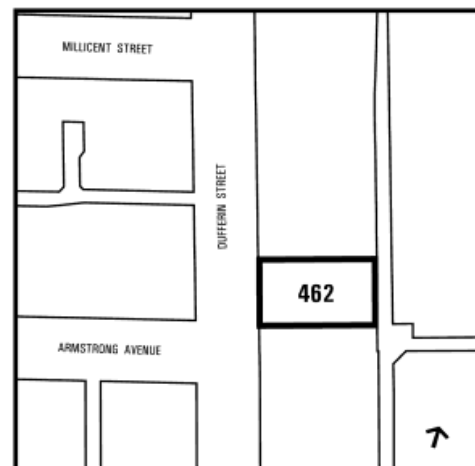
460. 571 Jarvis Street and 119 Isabella Street

- a) A 4-storey Community Health Centre and associated Offices of the Non-Profit Institution are permitted provided the designated heritage building at 571 Jarvis Street is retained, conserved and restored and the owner enters into a heritage easement agreement.



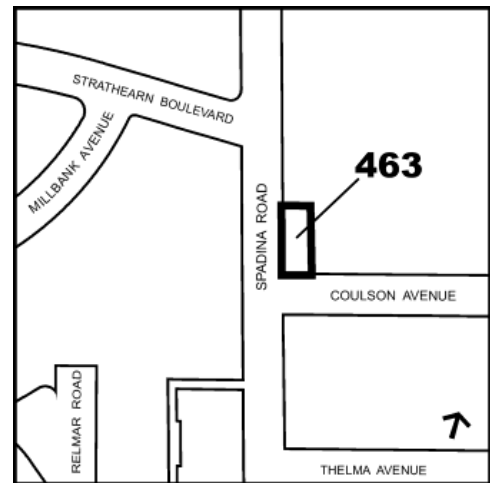
462. 1183 Dufferin Street

A building that contains a maximum of 14 residential units and one level of below-grade parking is permitted, provided the building includes the church building that existed on site in 2014.



463. 467 and 469 Spadina Road

- a) Despite policy 3.2.1.6, the demolition of 17 residential rental units, within the building existing on the lands in the year 2013, and their replacement pursuant to such policy with a different unit mix is permitted, provided that at least 8 townhouse rental replacement units are provided at 501R Logan Avenue consisting of at least 1 two-bedroom unit and 1 three-bedroom unit with affordable rents, and 5 two-bedroom units and 1 three-bedroom unit with mid-range rents, and that such rental replacement units are maintained as rental housing units for at least 20 years.



466. Queen Street East, Coxwell Avenue to Nursewood Avenue Area Specific Policy 466, applies to the properties known in the year 2014 as 1614 to 1702, 1824 to 2362, 1525 to 1535, 1595 to 1661, 1733 to 1989 and 2163 to 2505 Queen Street East and 1 Kingston Road

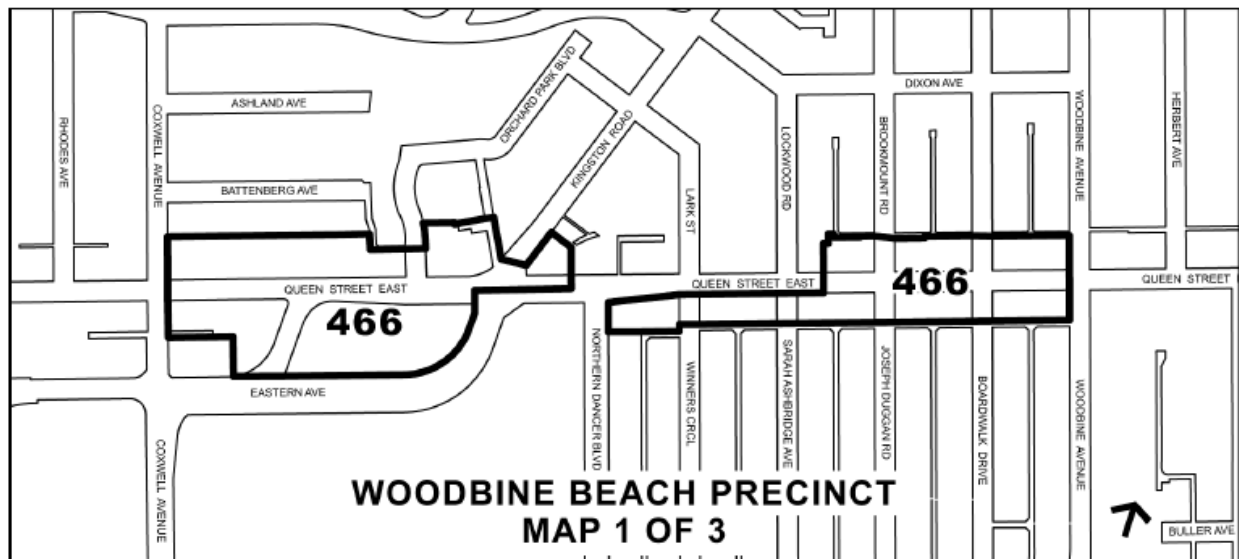
2. The lands shown on the maps attached to and forming Part of this By-law are subject to the following policies:
 - 2.1 This Queen Street East, Coxwell Avenue to Nursewood Avenue Area Specific Policy is intended to guide and shape development/redevelopment within the Queen Street East, Coxwell Avenue to Nursewood Avenue Area by establishing compatible development/redevelopment and built form policies that reinforce the existing character of the area as a whole and each of the three precincts, being the Woodbine Beach Precinct, The Kew Beach Precinct and the Balmy Beach Precinct, as show on Maps 1, 2 and 3 to ensure an appropriate building scale in relation to Queen Street East, appropriate transition between new development and adjacent neighbourhoods and appropriate design details for new development.
 - 2.2 Development taller than 12 metres may be appropriate on lots with sufficient width and depth and that have appropriate access for parking and servicing. Proposals for such development will demonstrate that the site is adequate to accommodate the proposal, through a rezoning or minor variance process, as appropriate. Such development above the existing height limit will only be permitted where the main front wall of the building does not exceed 12.5 metres within the Woodbine Precinct (Map 1), and 9.5 metres within the Kew Beach Precinct (Map 2) and Balmy Beach Precinct (Map 3) and the overall height will be limited to 4, 5 or 6 storeys, in consideration of the lot depth and character of its Precinct.
 - 2.3 In addition to Official Plan Policy 4.5.2, all new development in *Mixed Use Areas* along Queen Street East, Coxwell Avenue to Nursewood Avenue will:
 - a. respect and reinforce the existing character of the area and the individual character of each of the precincts;

- b. provide adequate setback from curb to the entire building face to accommodate wider sidewalks which consist of an edge zone, a furnishing and planting zone, a pedestrian clearway to City standards and an animation zone adjacent to the building;
- c. articulate building facades to reflect existing lot sizes for each precinct;
- d. require ground floor heights that are generally consistent with the prevailing building characteristics, street wall heights and stepbacks appropriate for each Precinct; and
- e. include building materials that are traditionally found in the area to complement the existing streetscape.

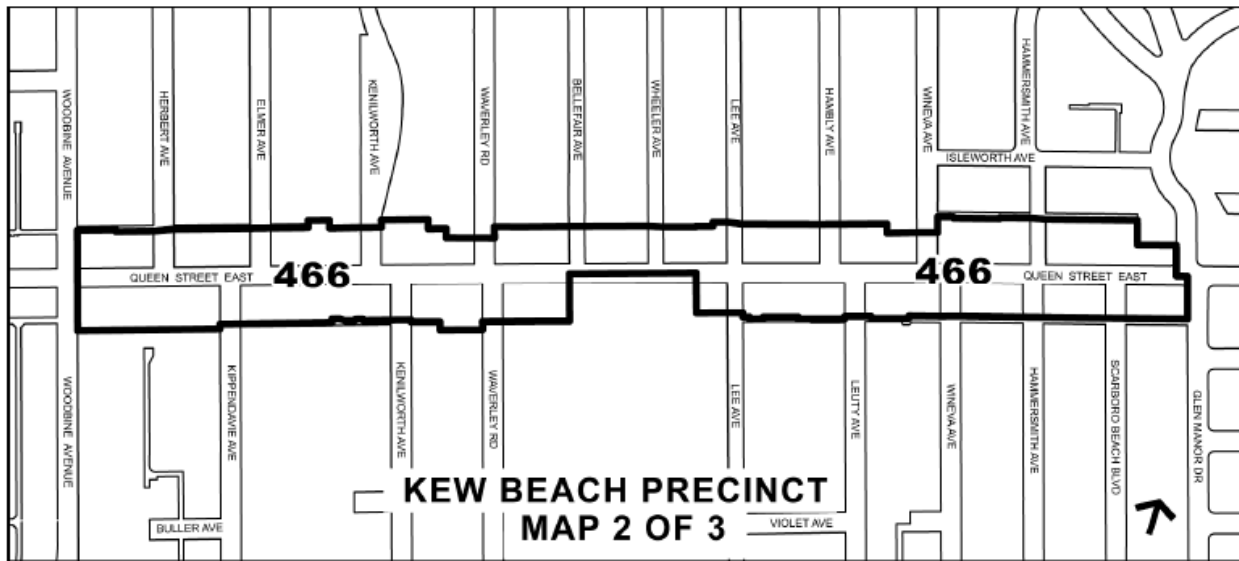
2.4 Urban Design Guidelines adopted by City Council for Queen Street East, Coxwell Avenue to Nursewood Avenue will be used as a tool to evaluate proposed development in the area and ensure that such development is consistent with the Official Plan. To this purpose, the Urban Design Guidelines will:

- a. be used to implement Official Plan policies;
- b. provide understanding of the character of the area as a whole and each of the Precincts;
- c. explain how development can respect and reinforce local character for the area as a whole and each of the precincts;
- d. articulate planning priorities for new development in the area;
- e. identify setbacks, stepbacks, height and built form to mass development appropriately within the local context for each precinct; and
- f. describe the prevailing public realm conditions and future public realm goals.

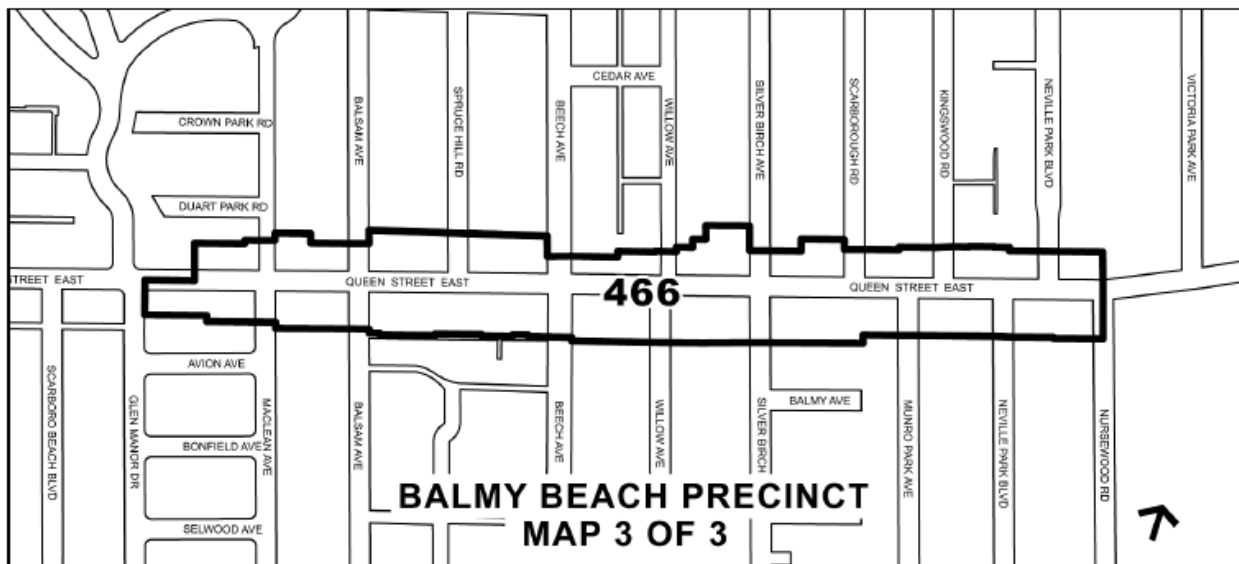
Woodbine Beach Precinct



Kew Beach Precinct

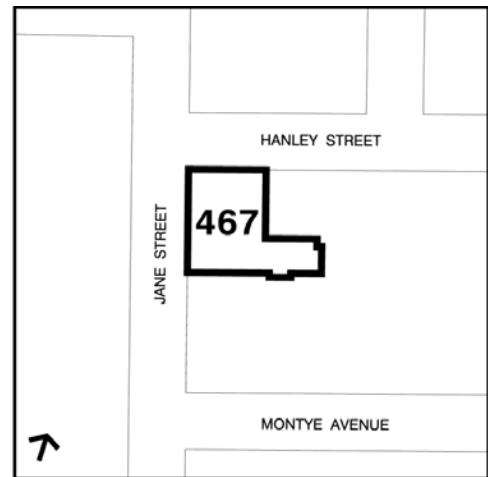


Balmy Beach Precinct



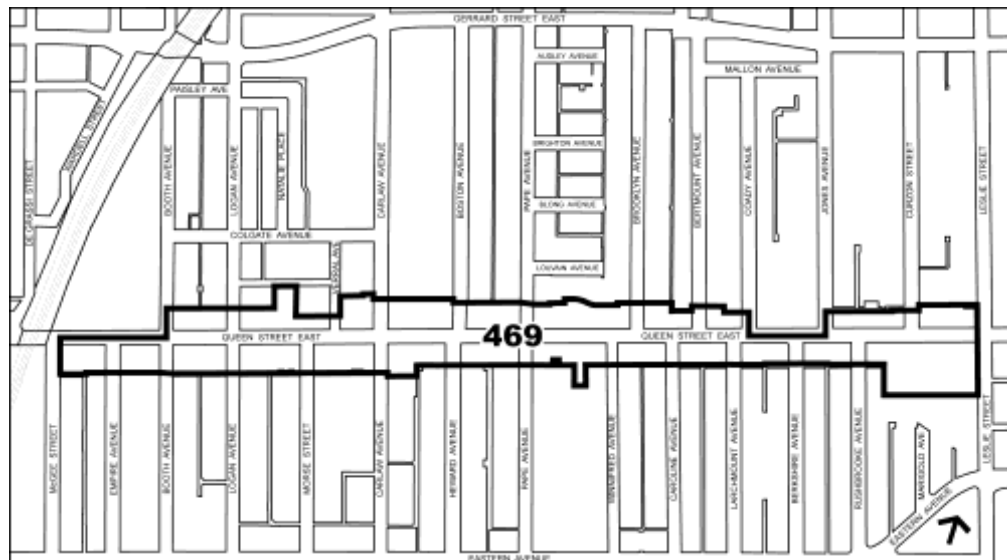
467. 441 Jane Street

A 4-storey apartment building plus mechanical penthouses with accessible rooftop amenity space is permitted.



469. Queen Street East between the railway crossing at Jimmie Simpson Park and Leslie Street

The policies in this Official Plan Amendment are intended to guide and manage moderate, incremental development; respect and reinforce the existing mixed-use character and physical character of Queen Street East in Leslieville; and ensure an appropriate transition between new development and existing Neighbourhoods north and south of Queen Street East.



Queen Street East in Leslieville is a mixed-use area that generally contains non-residential uses at grade with residential uses above and parking at the rear of the properties. Most buildings are typically two to three storeys and many date from the late 19th and early 20th century. Their age, materials and details contribute to the area character. The ground floor uses generally have larger floor-to-ceiling heights than upper storey residential uses, recessed entrances; and horizontal articulation emphasizing the prominence of the ground floor. The prevailing lot fabric generally consists of narrow lots, which contributes to the fine-grain retail rhythm of the area.

Non-residential uses at grade will be encouraged in order to respect the existing character and pedestrian amenity of the area.

New development is encouraged to accommodate the retention of existing community services and facilities in the area.

In addition to Official Plan Policy 4.5.2, all new development in Mixed Use Areas along Queen Street East in Leslieville will:

- a. respect and reinforce the existing character of the area;
- b. provide a transition in scale towards existing buildings in Neighbourhoods through appropriate setbacks and a rear angular plane.
- c. include building articulation, windows and entrances on the first 14 metres of the building façade(s) that are generally consistent with the prevailing building characteristics;
- d. include building materials that are complementary to the materials used on existing buildings on Queen Street East in Leslieville; and
- e. have a ground floor height that generally matches existing commercial ground floor heights in the area to reinforce the existing horizontal articulation of building façades.

Development that exceeds the permitted height in the Zoning By-law is only appropriate on lots with sufficient width, depth and appropriate access for parking and servicing. Such development proposals will demonstrate that the site is adequate to accommodate the proposal and will be reviewed through a Zoning By-law Amendment or Minor Variance process, as applicable. Such development will:

- a. have a maximum height of 20 metres (excluding mechanical penthouse); and
- b. provide setbacks above a height of 14 metres, which shall apply to the building façades on Queen Street East and any flanking street.

Urban Design Guidelines for Queen Street East in Leslieville will be used as a tool to evaluate proposed development in the area and ensure that such development is consistent with the Official Plan. To this purpose, Urban Design Guidelines will:

- a. implement Official Plan policies;
- b. provide an understanding of the area's local character;
- c. explain how development can respect and reinforce local character;
- d. articulate planning priorities for new development in the area;
- e. promote an animated public realm;
- f. provide built form guidelines including setbacks, setbacks, height and massing for development appropriate within Leslieville's local context; and
- g. identify buildings of heritage interest that could be studied for the inclusion on the City's heritage inventory.

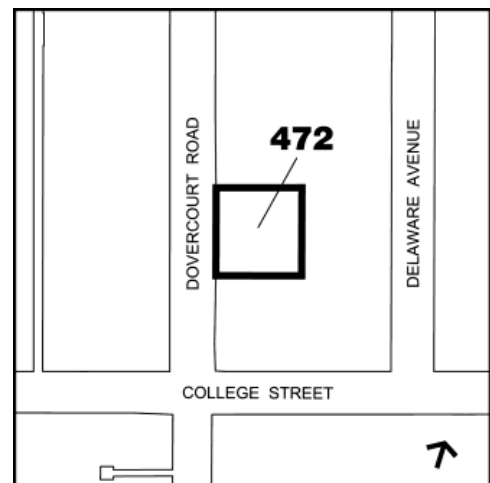
471. Lands bounded by Yonge Street to the west, Isabella Street to the north, Gloucester Lane to the east and Gloucester Street to the south

A maximum of two tall buildings shall be permitted within these lands and they must each provide a separation distance between their respective towers of 25 metres or greater, measured from the exterior wall of the buildings, excluding balconies.



472. 455 Dovercourt Road

An apartment building that contains a maximum of 1,630 square metres of office gross floor area in the basement, first and second floors of the building is permitted.



473. 464, 466 and 468 Winona Drive

Sixteen (16) townhouses with a maximum of 4 storeys and 12 metres in height are permitted.



480. 158, 164, 181 and 200 Sterling Road Regeneration Project

Context:

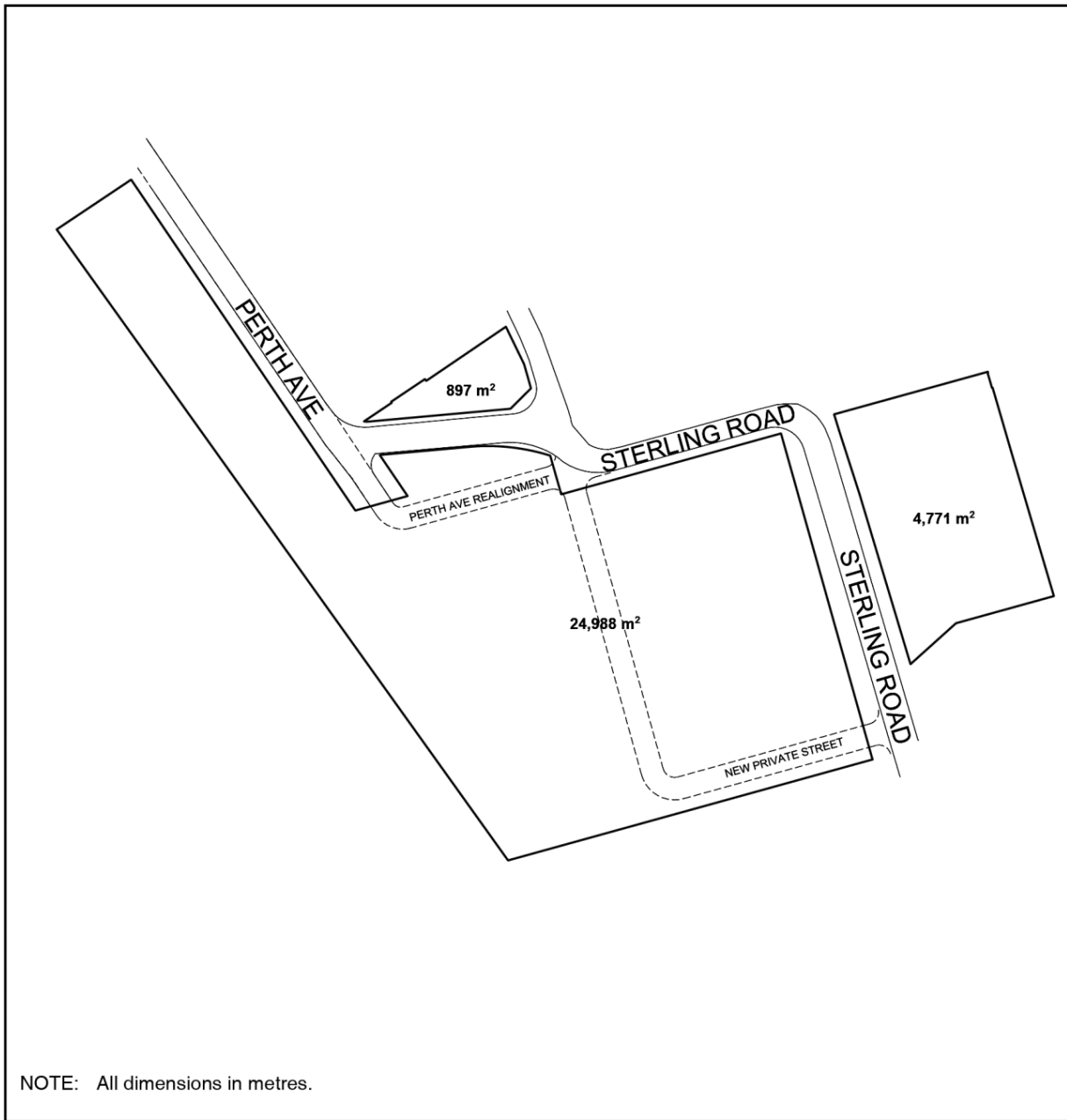
The property is located in one of Toronto's older neighbourhoods and has historically housed a mix of employment and residential uses. New development should contain a mix of employment and residential opportunities and provide an appropriate contextual relationship with the surrounding area, and should not negatively impact existing employment uses in the area.

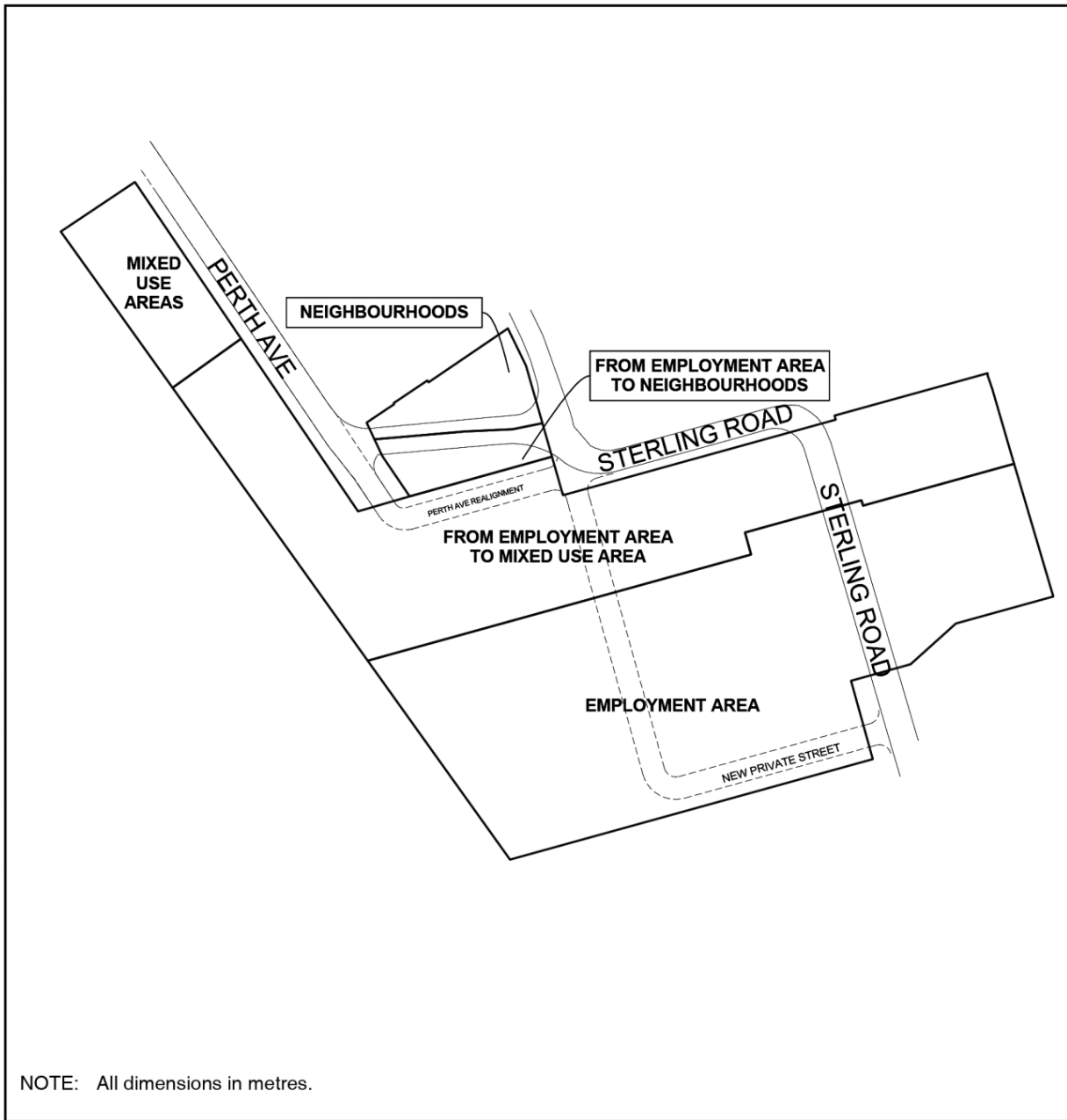
a) **New development of the site, shown on Map 1, will be planned comprehensively and will:**

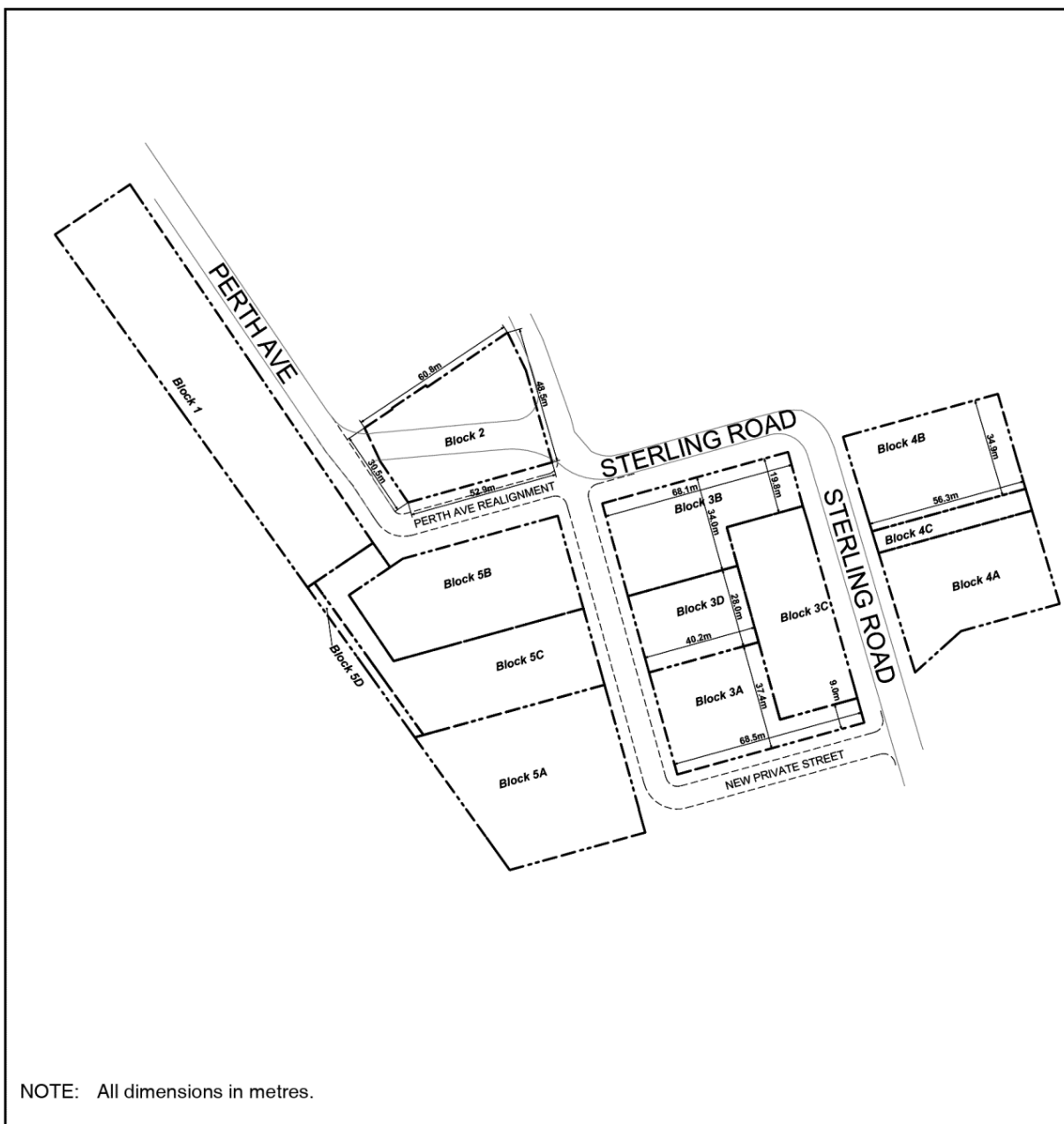
- i. provide a variety of uses, including a significant amount of employment uses, low-rise residential units and taller mixed-use buildings containing commercial and residential opportunities provided that:
 - a. the maximum residential GFA on the site does not exceed 50,180 square metres;
 - b. a minimum non-residential GFA to be constructed on the site shall be prescribed in the zoning by-law;
 - c. if the property is designated *Mixed Use Areas* on Map 2, the building will provide for a satisfactory living environment compatible with the employment uses in the adjacent area; or
 - d. if the property is designated *Employment Area* on Map 2, the employment uses are restricted to those compatible with residential in terms of emissions, odour, noise and generation of traffic;
- ii. include new public parkland on either Block 5C or Block 2, to be determined at the City's sole discretion;
- iii. provide appropriate access to the West Toronto Rail Path through the site;
- iv. include a new publicly accessible open space on Block 3D with a minimum size of 1,000 square metres;
- v. include new publicly accessible open space on Block 4C, with a minimum size of 300 square metres; and
- vi. include the realignment of Perth Avenue.

It is intended that the *Employment Areas* designation as shown on OPA Map 2 and including Blocks 3A, 4A, 5A and Block 3C as shown on OPA Map 3 shall provide for a long-term permanent employment area to act as a transition/buffer area between the new *Mixed Use Areas* designation to the north and existing employment uses within the *Employment Areas* designation to the south. No residential uses, live-work uses, or other similar character sensitive uses shall be permitted within this designation and such uses shall further be restricted in the implementing zoning by-law.

- b) **To ensure the orderly development of the site, development will be subject to the following controls to be detailed in the implementing zoning by-law:**
- i. a minimum height of 12 metres for Blocks 3A, 4A and 5A shown on Map 3;
 - ii. minimum densities for Blocks 3A, 4A and 5A shown on Map 3;
 - iii. use provisions to exclude certain sensitive, or contextually inappropriate uses from the site;
 - iv. phasing of development on the site as follows, based on the Blocks shown on Map 3 and the requirements of the implementing zoning by-law:
 - a. Phase 1 shall include Block 1 and the restoration and adaptive re- use of the heritage structure on Block 3C;
 - b. Phase 2 shall include Blocks 3A, 3B and 4B, the preparation to base park standards and conveyance to the City of the required public parkland or other arrangements regarding the required public parkland conveyance to the satisfaction of the City Solicitor, the required publicly accessible open spaces, the realignment of Perth Avenue; and the creation of the private internal street, as shown on Map 3;
 - c. Phase 3 shall include Block 5A;
 - d. Phase 4 shall include Block 5B; and
 - e. Blocks 2 and 4A may be developed at any time;
 - v. use of a holding symbol "(h)" on certain blocks to ensure the development proceeds in an orderly fashion. Such holding symbol may be removed once the following have been secured to the satisfaction of the City of Toronto;
 - a. updated traffic impact and parking supply studies for the subject Phase;
 - b. confirmation from Metrolinx and/or other applicable operators of the adjacent rail corridors that separation issues have been appropriately addressed in the site plan control application for the applicable Phase;
 - c. submission of an application for site plan control with building designs satisfactory to the Chief Planner for the applicable Phase; and
 - d. the conveyance of public parkland as required by the City; and
 - vi. the applicant entering into an agreement pursuant to Section 37 of the *Planning Act*.

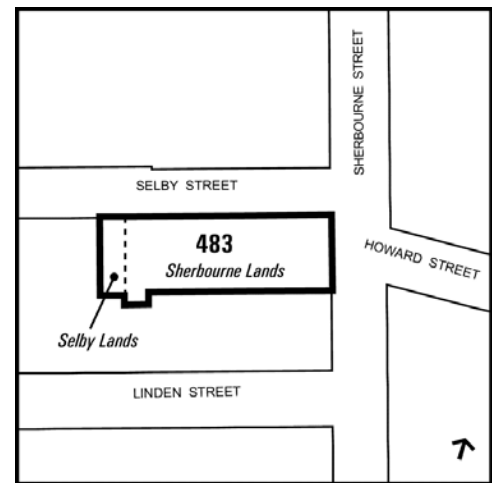






483. 592 Sherbourne Street and 15 Selby Street

1. On the lands shown as 483 on Map 29 the following policies shall apply to any zoning by-law amendment for the redevelopment of all or any part of the lands identified on the map attached to and forming part of this Site and Area Specific Policy No. 483 as the Sherbourne Lands (the "*Sherbourne Lands*") in the event that any such redevelopment requires increases in height or density beyond that permitted on the *Sherbourne Lands* in the year 2014:



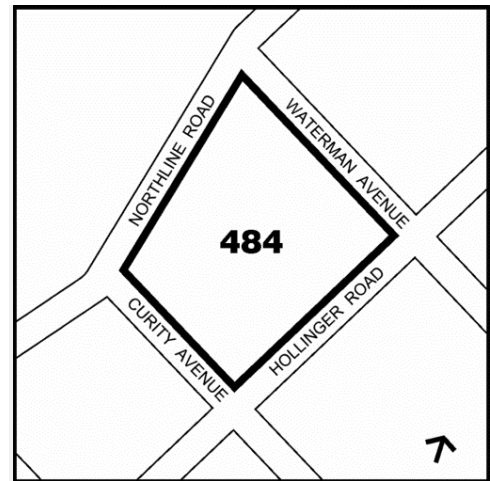
- (a) On the *Sherbourne Lands*, a residential and/or mixed-use building may be permitted subject to the following:
 - i. the existing heritage building located on the *Sherbourne Lands* on the date of enactment of this amendment (the "*C.H. Gooderham House*"), including the exterior and the interior, shall be retained *in situ*, conserved, restored and re-used in any new development in accordance with a conservation plan prepared to the satisfaction of the City, and in accordance with an agreement or an amending agreement registered on the *Sherbourne Lands* and entered into by the *owner* of such lands with the City, to the satisfaction of the City, pursuant to Section 37 of the *Ontario Heritage Act* (the "*Gooderham heritage easement agreement*") to be entered into by the *owner* of the *Sherbourne Lands* prior to the enactment of any zoning by-law amendment referred to in clause (a) ii. D herein;
 - ii. despite the requirement in clause (a) i. herein requiring the *C.H. Gooderham House* to be retained *in situ*, this Site and Area Specific Policy No. 483 shall not be interpreted as prohibiting the relocation of the *C.H. Gooderham House* within the *Sherbourne Lands* to a final location close to Sherbourne Street generally in alignment with the relocated existing heritage building known in the year 2014 as the James Cooper House immediately to the south, provided:
 - A. clauses (a) i. to xi. of this Amendment are otherwise complied with;
 - B. the City, pursuant to the *Gooderham heritage easement agreement* permits such relocation;
 - C. a permit pursuant to Section 33 of the *Ontario Heritage Act* is issued by the City, and subject to compliance with any conditions imposed there under; and
 - D. any such relocation is substantially in accordance with a related and comprehensive site specific zoning by-law amendment for the *Sherbourne Lands* enacted by the City on the date of enactment of this official plan amendment by the City;

- iii. with respect to the relationship between the *C.H. Gooderham House* and the proposed development, the siting of any new development and any proposed landscaping, shall conserve the quality, character and integrity of the *C.H. Gooderham House*;
- iv. with respect to the relationship between the proposed development and the existing heritage building (the "*A.H. Rundle House*") located on the lands identified on the map attached to and forming part of this Site and Area Specific Policy No. 483 as the Selby Lands (the "*Selby Lands*") on the date of enactment of this amendment, the siting of any new development and any proposed landscaping on the *Sherbourne Lands* shall conserve the quality, character and integrity of the *A.H. Rundle House*;
- v. any new building is comprised of a base not exceeding 3 storeys in height, set back upper floors, and the maximum height of any new building shall not exceed 50 storeys, exclusive of a mechanical penthouse at the top of the building;
- vi. any tower portion of the building shall have a minimum building setback of at least 20.0 metres from the west property line of the *Selby Lands*;
- vii. the combined *residential gross floor area* and *non-residential gross floor area* permitted on the *Sherbourne Lands* shall not exceed 38,125 square metres;
- viii. the *A.H. Rundle House* shall be retained *in situ* on the *Selby Lands* and shall be conserved in accordance with an agreement pursuant to Section 37 of the *Ontario Heritage Act* (the "*Selby heritage easement agreement*") to be entered into by the owner of the *Selby Lands* with the City prior to the enactment of any zoning by-law amendment referred to in clause (a) ii. D. herein and in accordance with one or more agreements pursuant to Section 37 of the *Planning Act* and/or other agreements pursuant to the *Planning Act* as may be applicable, to be entered into by both the owner of the *Sherbourne Lands* and the owner of the *Selby Lands* with the City, all to the satisfaction of the City;
- ix. on the *Selby Lands*, a zoning by-law amendment referred to in clause (a) ii. D. herein may permit small scale office uses and multiple dwelling units within the *A. H. Rundle House* in addition to the uses otherwise permitted on the *Selby Lands* provided redevelopment takes place on the *Sherbourne Lands* in accordance with this Site and Area Specific Policy;
- x. prior to the issuance of any permit for the *Sherbourne Lands*, including pursuant to the *Ontario Heritage Act* or the *Building Code Act, 1992*, but excluding permits for repairs and maintenance of the *C.H. Gooderham House* or other usual and minor works acceptable to the City's Manager, Heritage Preservation Services (the "*Manager*"):
 - A. a zoning by-law amendment referred to in clause (a) ii. D. herein, and enacted by the City Council shall be in full force and effect in a form and with content acceptable to the City Council;
 - B. site plan approval pursuant to Section 114 of the *City of Toronto Act, 2006* shall have been issued for the development on the *Sherbourne Lands*, by and to the satisfaction of the City and in accordance with a zoning by-law amendment referred to in clause (a) ii. D herein; and

- C. the *owner* of the *Sherbourne Lands* shall provide:
 - I. a Conservation Plan for the *Sherbourne Lands* satisfactory to the *Manager*;
 - II. building permit drawings satisfactory to the *Manager*, including notes and specifications for the conservation and protective measures keyed to the approved Conservation Plan required in subclause x. C. I. herein, including a description of materials and finishes, prepared by the project architect and a qualified heritage consultant;
 - III. a Lighting Plan satisfactory to the *Manager*, that describes how the *Sherbourne Lands* will be sensitively illuminated to enhance the heritage character;
 - IV. an Interpretation Plan for the *Sherbourne Lands* satisfactory to the *Manager*; and
 - V. an upwardly indexed letter of credit to secure the satisfactory completion and implementation of the approved Conservation Plan, the approved Interpretation Plan and the approved Lighting Plan, all to the satisfaction of the *Manager*; and
- xi. one or more agreements pursuant to Section 37 of the *Planning Act*, shall be entered into with the City and registered on title to the *Sherbourne Lands* and the *Selby Lands* all to the satisfaction of the City, securing together with other appropriate facilities, services and matters set forth in a zoning by-law amendment referred to in clause (a) ii. D herein, the following:
 - A. the entering into with the City and registration of a heritage easement agreement or an amending heritage easement agreement on the *Sherbourne Lands* as referred to in clause (a) i. herein and a heritage easement agreement on the *Selby Lands*, pursuant to section 37 of the *Ontario Heritage Act*;
 - B. the preparation and implementation of the Conservation Plan, the Lighting Plan and the Interpretation Plan required in clause (a) x. C. herein; and
 - C. the matters required in clause (a) x. C. II. and V. herein.

484. 32 & 36 Curity Avenue

Place of worship and ancillary institutional and recreational uses are permitted.

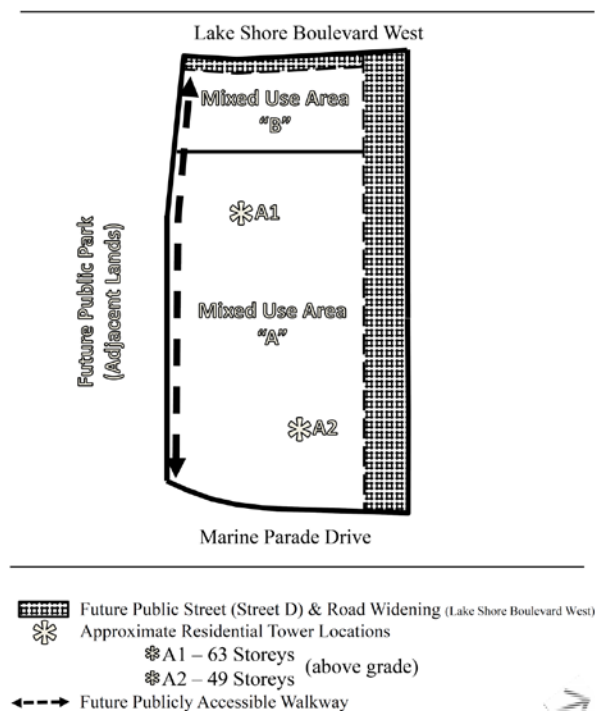


486. 2183 Lake Shore Boulevard West

(a) Lands shown on Schedule "B" and designated *Mixed Use Areas "A" and "B"* may be developed for an integrated, mixed-use building that may be developed in phases, and which will be subject to the following policies:

- (i) A maximum 1,285 residential units are located entirely within *Mixed Use Area "A"*;
- (ii) A maximum total gross floor area of 88,300 square metres is permitted of which no residential gross floor area (excluding residential amenity area) shall be permitted within *Mixed Use Area "B"*;
- (iii) Ground floor retail and commercial space that is integrated with a mixed-use building in Mixed Use Area "A" shall be exempt from the total gross floor area permitted on the lands.
- (iv) A new public road with a 16.5 metre right-of-way width shall be provided from Lake Shore Boulevard West to Marine Parade Drive along the north part of the lands;
- (v) A new publicly accessible walkway shall be provided on the south part of the lands from Lake Shore Boulevard West to Marine Parade Drive, integrated at grade with other publicly accessible and landscaped open spaces in the middle of the lands and the connecting to the adjacent future public park to the south of the lands;
- (vi) Two residential towers shall be permitted on the lands designated *Mixed Use Area "A"* with a maximum height of 49 and 63 storeys above-grade, which are well-separated from each other and setback from adjacent public streets and properties in the locations approximately shown as (*) on Schedule "B";
- (vii) All required parking shall be located below grade in an underground garage and which shall include parking exclusively for residents of the buildings on site, and parking for residential building visitors, employees and patrons of the businesses on site and the general public on a shared, non-exclusive basis.

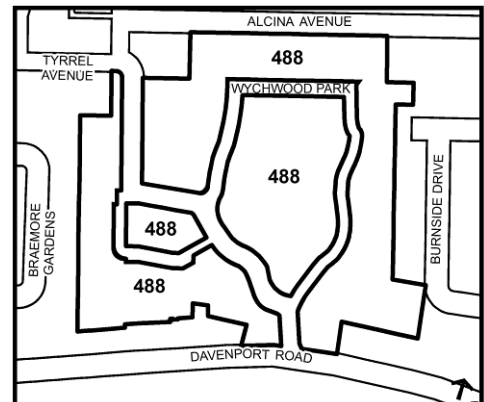
- (viii) The mixed-use development permitted by this Site and Area Specific Policy shall be implemented through a site-specific amendment to the former City of Etobicoke Zoning Code;
- (ix) Chapter 11, the Motel Strip Secondary Plan, shall not apply to the lands subject to this Site and Area Specific Policy 486. However, the mixed-use development of the lands shall generally be consistent with, coordinated by and subject to the provisions of a Precinct Plan and Core Infrastructure Servicing Agreement between adjacent participating landowners in the Humber Bay Shores community and the City of Toronto; and
- (x) The following community benefits shall be secured pursuant to Section 37 of the *Planning Act*:
 - a. The Owner will provide \$1,327,500 (indexed in accordance with City standards), prior to the issuance of an above-grade Building Permit, as a contribution to be used for capital improvement projects in Ward 6 at the direction of the ward Councilor in consultation with City Legal and the Chief Planner and Executive Director, City Planning;
 - b. The Owner will provide 42 parking spaces as publicly accessible in the parking garage;
 - c. The Owner will provide public access easements over the at-grade walkways and landscaped courtyard on site; and
 - d. The Owner shall construct and maintain the development substantially in accordance with the Tier 1 performance standards of the Toronto Green Standard, as adopted by Toronto City Council at its meeting on October 26 and 27, 2009 through adoption of item PG32.3 of the Planning and Growth Management Committee.



Date: July 22 2015

488. Wychwood Park

Wychwood Park has unique and outstanding features. It is a residential area laid out according to a plan registered in 1891. Although many of the houses are of considerable architectural note, it is the park-like ambience of Wychwood Park as a whole that gives it its unique character. The trees within the Park are of special importance. The manner in which the houses are situated in relation to the mature trees and natural land contours complements the architecture and gives the architecture added importance. The open space around the house is very important to the park like atmosphere.



All site alteration, *alterations*, additions, new development and public works shall preserve the character and nature of the Wychwood Park Area. Any proposed height, massing, scale and setback shall be consistent with this unique character.

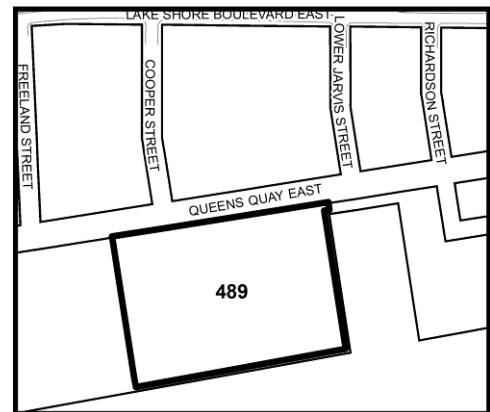
489. 95 Queens Quay East

The property is included on the Register of Heritage Properties in recognition of its cultural heritage value.

When a heritage review is required, it will be undertaken with the mutual goal of *conserving* the property's cultural heritage values and also preserving and enhancing the productive and competitive nature of the property.

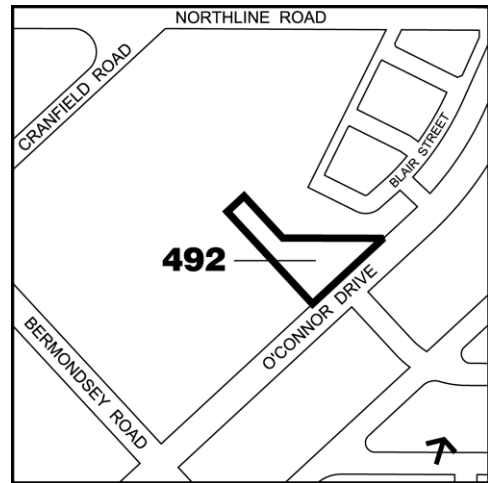
So long as the property is designated for and actively used for employment uses, in order to preserve and enhance the productive and competitive nature of the property, the following actions will not be subject to the heritage policies of this Plan:

- a) Interior *alterations*;
- b) Removal, *alteration* or installation of machinery, fixtures or structures related to production on the property; or
- c) *Alterations* required in order to achieve compliance with federal, provincial and municipal legislation, orders or other governmental requirements.



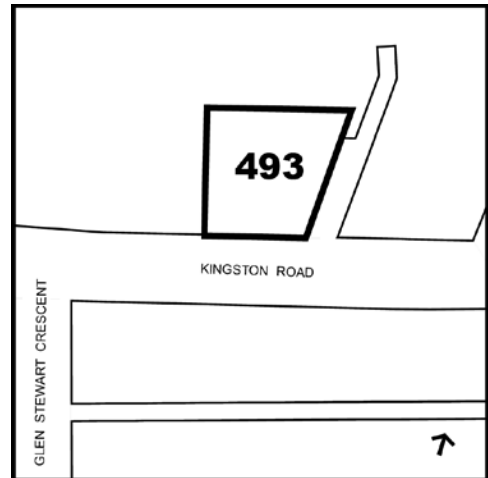
492. 1550 O'Connor Drive

Commercial and institutional uses are permitted.



493. 622 and 646 Kingston Road

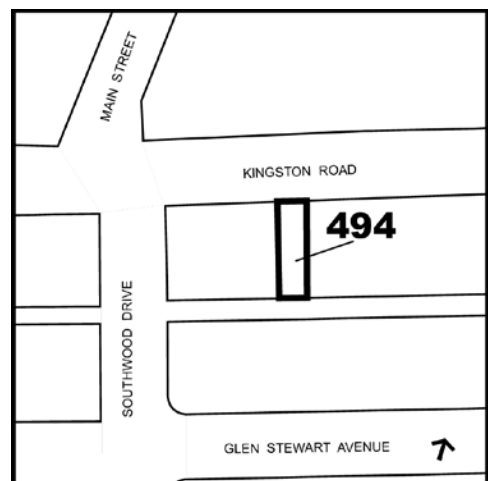
A seven storey apartment building is permitted within 10 metres of the long-term stable top-of-bank.



494. 691 Kingston Road

Only the following uses are permitted:

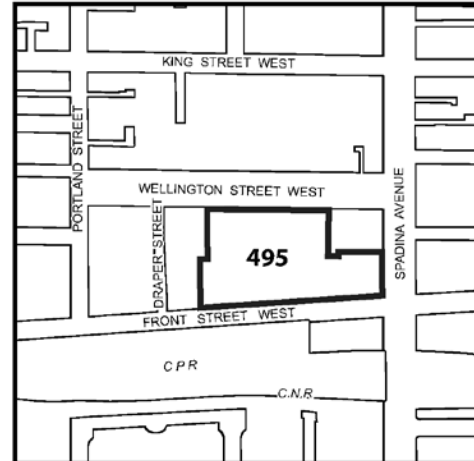
- a) A below grade parking structure and access related to the mixed-use development abutting to the west; and
- b) Two residential units associated with the mixed-use development to the west.



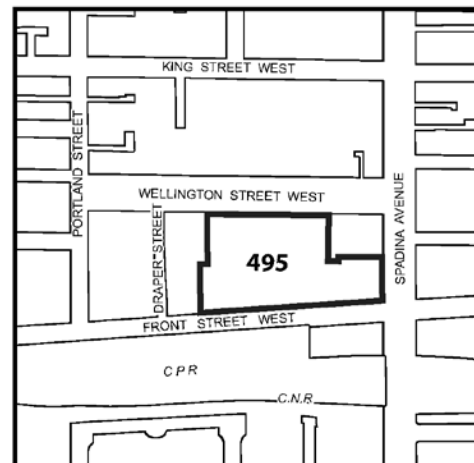
495. South of Wellington Street West, West of Spadina Avenue, North of Front Street West and East of Draper Street

INTERPRETATION

- a) The site is currently designated "Regeneration Areas" on the Land Use map of the City's Official Plan and the proposed development is in conformity with Section 2.3.1 Healthy Neighbourhoods as it relates to the relationship between Regeneration Areas and Neighbourhoods, as well as the Regeneration Area policies in Chapter 4.7. The site is proposed to be re-designated to the "Mixed Use Areas" designation. This is in recognition of the King-Spadina area's evolution from an area in need of revitalization to a successful mixed-use neighbourhood which has attracted significant reinvestment since the King-Spadina Secondary Plan was approved in 1996. Lands identified as "Mixed Use Areas" as identified on Schedule B, shall be regarded as an area that is intended to contain a significant mix of employment and residential uses in several buildings varying in type, height and scale.



Given the size of the site and its unique contextual relationship to a heritage district and a wide, open air rail corridor, a draft site-specific Official Plan Amendment to the King-Spadina Secondary Plan has been developed to recognize this site and the proposed development as described in this site-specific policy as unique in the King-Spadina Secondary Plan area, particularly as it relates to the lands west of Spadina Avenue known as the "West Precinct". The area governed by the site and area specific policy has been proposed to be removed from the King-Spadina Secondary Plan in recognition of the unique size of this site, allowing the opportunity to provide for a significant amount of publicly accessible, privately owned open space and dedicated parkland. The site is also able to provide built form transition downward toward Wellington Street West and the Draper Street Heritage Conservation District within its boundaries. The built form proposed for this site would not be appropriate in another location in the West Precinct of the King-Spadina Secondary Plan Area.



VISION AND MAJOR OBJECTIVES

- b) Lands identified on Schedule C shall be developed based on the following principles:

The proposal is a mixed-use development which includes a mix of residential, commercial (office) and retail use. These uses are intended to create a vibrant mixed-use community that will provide for a minimum of 65,000 square metres of office space.

The proposal includes public realm improvements on abutting public roads and an internal pedestrian circulation system which will invite residents, workers and visitors to explore the site.

The development will be pedestrian oriented. The design of the internal pedestrian circulation system on the site will provide clearly defined north-south connections through the site and a central 'spine' to form an east-west connection. The public realm will create open spaces framed by street-related buildings containing a mix of uses and interesting architecture. The design of the site will aim to create a sense of place which will be both comfortable and lively.

The proposal includes planned improvements to Wellington Street West, Front Street West and Spadina Avenue. These improvements will enhance the public realm and improve connectivity for residents and visitors. The plan for Wellington Street West is to reflect the original 19th Century vision of an extensive green space on the wide public boulevard that will ultimately be implemented beyond the site boundaries to connect Clarence Square to the east and Victoria Memorial Square to the west. Improvements to Draper Street are also proposed.

The buildings on this large site transition from the office tower at the corner of Front Street West and Spadina Avenue down to the mid-rise scale buildings to the north and west of the site. An important objective of this transition is to recognizing the heritage context of the site. This context includes: the house form buildings on Draper Street to the west which are designated as a Heritage Conservation District under the *Ontario Heritage Act* and are designated as "Neighbourhoods"; the listed heritage building (Gale Building) at 49 Spadina Avenue and 401 Wellington Street West; and the listed and designated heritage buildings on the north side of Wellington Street West. The lands within the King-Spadina Secondary Plan to the west, north and east of the site are currently under study as a Heritage Conservation District.

PARKLAND DEDICATION

- c) The requirements for parkland dedication will be secured through land dedication or other arrangements. Dedicated lands will be designated City Parkland on Map 8A through a subsequent Official Plan amendment.

In the event that the applicant proposes an off-site parkland dedication, the applicant will be required to enter into a Letter of Agreement with the City clearly stating the commitment to provide an off-site dedication of a specific size in a specific location.

PUBLIC REALM

- d) High-quality east-west and north-south publicly accessible mid-block connections will be provided throughout, connecting Spadina Avenue with Draper Street and Front Street West with Wellington Street West.

Improvements to the public realm along the south side of Wellington Street West will create a high-quality green and pedestrian promenade. A well-designed, high-quality public realm will be provided along Spadina Avenue and Front Street West.

PUBLICLY ACCESSIBLE PRIVATE OPEN SPACE (POPS)

- e) A substantial portion of the total site area will be maintained as publicly accessible private open space and/or parkland. These lands will be open to the public and easements will be granted to the City at appropriate locations to ensure that publicly accessible private open spaces are open to the public.

RANGE OF RESIDENTIAL UNIT TYPES

- f) The residential portion of any building is encouraged to contain units of 2 bedrooms or more which are intended for families.

RANGE OF RETAIL UNIT SIZES

- g) A range of retail unit sizes are encouraged, with consideration for smaller units at-grade adjacent the open space to create an urban main street retail experience.

MIX OF RESIDENTIAL TENURE

- h) A mix of residential tenure including rental and ownership housing is encouraged.

MAJOR OFFICE COMPONENT

- i) A major office tower, with a large floorplate, shall be located at the northwest corner of the intersection of Spadina Avenue and Front Street West, reflecting this intersection's importance as a gateway location in the City.

SHADOWS

- j) The office tower to be located at the northwest corner of the intersection of Spadina Avenue and Front Street West shall be designed to minimize new shadows on Clarence Square Park between 12:00 p.m. and 2:00 p.m. on September 21.

The height and massing of buildings on Wellington Street West shall be limited and massed in such a way as to ensure that shadows on the north side of Wellington Street West cast by these buildings will be mostly within the shadows cast by the Front Street buildings and off the north side of Wellington Street boulevard (north of the curb) between 12:00 p.m. - 1:00 p.m. on September 21 as reflected in the Urban Design Guidelines.

DENSITY

- k) The maximum total density of these lands shall be 9.5 FSI, with a minimum of 65,000 square metres of gross floor area dedicated to office space.

TALL BUILDINGS AND BUILDING TRANSITION

- l) Zoning By-law standards and Design Guidelines shall be developed to address built form matters such as size of tower floorplates, stepback and setbacks that consider the unique size of the site and area context, while providing for appropriate transition to the north side of Wellington Street West and the Draper Street Heritage Conservation District.

All buildings shall be located below the height limit of the major non-residential building located at the northwest corner of the intersection of Spadina Avenue and Front Street West, transitioning down towards Draper Street and Wellington Street West.

Due to the unique size of the site and area context, the three mixed-use buildings on Front Street West to the west of the office building located at the northwest corner of Spadina Avenue and Front Street West are permitted to have tower floorplates greater than the maximum recommended under the City's Tall Building Design Guidelines, provided that these towers meet or exceed the minimum 25 metre separation distances specified in the Guidelines.

URBAN DESIGN GUIDELINES

- m) The Urban Design Guidelines to be developed to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and adopted by Council will guide the design of the buildings and open space elements of the project. Urban Design Guidelines will guide development to implement the Official Plan and this Site and Area Specific Policy and assist staff in evaluating applications for Site Plan Approval. The Urban Design Guidelines include the following elements and reflect the following matters:
 - i. A Public Realm Master Plan for the site which identifies all public and private open space including how the pedestrian network connects to and complements the public realm around the site.
 - ii. Buildings and the public realm will be designed so as to minimize impacts on adjacent heritage buildings, particularly the Draper Street Heritage Conservation District and the listed heritage building (Gale Building) at 49 Spadina Avenue and 401 Wellington Street West.
 - iii. The plan for Wellington Street will acknowledge the cultural heritage of the street and support the creation of an extensive green space on the wide public boulevard to connect Clarence Square to the east and Victoria Memorial Square to the west.
 - iv. The proposed Wellington Street buildings will be designed so as to create a variety in the architecture of these buildings to reflect the varied massing, design and materials found in the buildings on the north side of the street.
 - v. Designs and materials should enhance sustainability.
 - vi. Phasing, including plans for interim treatments where required.
 - vii. A lighting plan which will complement the design and enhance security.
 - viii. A signage strategy.
 - ix. Consider input provided by the City's Design Review Panel.

TRANSPORTATION

- n) Revitalization of the lands will be planned and designed to encourage walking, cycling, transit use and car sharing as means of reducing the use of private automobiles.

Bicycle parking facilities will be provided onsite to encourage bicycle use in the area, and the number of bicycle facilities required at grade level shall adhere to the Tier 1 Toronto Green Standard requirements.

Auto share facilities are encouraged on site to further reduce auto demands to the development.

Where feasible, transit stops and/or signage providing direction to the nearest transit stop shall be provided onsite.

The underground portions of buildings with frontage on Front Street West, Wellington Street West and Spadina Avenue will be designed to include knock-out panels to facilitate potential connections to future rapid transit stations. The applicant is also encouraged to connect to the PATH system.

Vehicular parking and loading shall be located underground and is encouraged to be shared between non-residential uses on the site.

SITE SERVICING

- o) The requirements for upgrades and/or modifications to existing municipal infrastructure in order to support the Official Plan Amendment will be secured as part of the Zoning By-Law Amendment and Site Plan Control applications.

SECTION 37 IMPROVEMENTS

- p) Section 37 improvements may include matters such as: on-site Community Services and Facilities (including but not limited to a Community and/or Recreation Centre Facilities); improvements to Wellington Street West and Spadina Avenue beyond streetscape improvements typically delivered through the Site Plan Control process; improvements to the public realm on the south side of Front Street West; improvements to Draper Street; contributions to affordable housing; additional ramps and/or stairs to improve access to the Puente de Luz pedestrian bridge; an appropriate contribution of public art on the site; and other matters consistent with the Official Plan.

PUBLIC ART

- q) Public Art on the lands will contribute to the character of the neighbourhood by enhancing the quality of public spaces and places that are publicly accessible and visible. In prominent locations, the art themes should express community heritage and identity while creating a sense of place.

The applicant is encouraged to provide public art that is interactive and responds to the interests of all ages.

IMPLEMENTATION

- r) Development of the lands will not proceed prior to enactment of an implementing Zoning By-law for the lands that reflect this Site and Area Specific Policy.

Implementing Zoning By-laws will specify density and/or gross floor area limits to provide for a mixed-use development.

The development will have regard for the Council-adopted Urban Design Guidelines respecting the lands.

496. 280 Manse Road

- a) Residential blocks containing townhouse dwellings and back-to-back townhouse dwellings are permitted with a combined maximum gross density of 62 units per hectare to a maximum of 130 dwellings units.

